# NACOmatic

Effective: 08-April-2010
Expires: 06-May-2010


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INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ANKENY, IA**
ANKENY RGNL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**ATLANTIC, IA**
ATLANTIC MUNI ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
Category D, 800-2½.
NA when local weather not available.

**BRANSON, MO**
BRANSON ..... **RNAV (GPS) Rwy 14[1]**
**RNAV (GPS) Rwy 32[2]**
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.

**BURLINGTON, IA**
SOUTHEAST IOWA
RGNL ..... **ILS or LOC Rwy 36[1]**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
**RNAV (GPS) Rwy 36**
**VOR/DME Rwy 12**
**VOR Rwy 30**
NA when local weather not available.
[1]ILS,LOC, Category D, 800-2¼.

**CAPE GIRARDEAU, MO**
CAPE GIRARDEAU
RGNL ..... **ILS or LOC Rwy 10[12]**
**LOC/DME BC Rwy 28[1]**
**RNAV (GPS) Rwy 10[1]**
**RNAV (GPS) Rwy 28[13]**
[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 1000-2;
Categories C, D, 1000-3.
[3]Categories A,B,C,D, 900-2¼.

NAME — ALTERNATE MINIMUMS

**CEDAR RAPIDS, IA**
THE EASTERN IOWA ..... **ILS or LOC Rwy 9[1]**
**ILS or LOC Rwy 27[1]**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 27**
NA when local weather not available.
[1]NA when control tower closed.

**CHARITON, IA**
CHARITON MUNI ..... **RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 17**
NA when local weather not available.

**CHARLES CITY, IA**
NORTHEAST
IOWA RGNL ..... **LOC Rwy 12**
**NDB Rwy 12**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

**CHEROKEE, IA**
CHEROKEE
COUNTY RGNL ..... **RNAV (GPS) Y Rwy 36**
**RNAV (GPS) Z Rwy 36[1]**
NA when local weather not available.
[1]Categories A, B, 800-2¼.

**CLARINDA, IA**
SCHENCK FIELD ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
NA when local weather not available.

**CLARION, IA**
CLARION MUNI ..... **NDB Rwy 14**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**CLINTON, IA**
CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) Rwy 32**
**VOR Rwy 3**
NA when local weather not available.

**COLUMBIA, MO**
COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2[1]**
**LOC/DME BC Rwy 20[1]**
**VOR Rwy 13[2]**
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

**COUNCIL BLUFFS, IA**
COUNCIL
BLUFFS MUNI ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**
NA when local weather not available.

**CRESTON, IA**
CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

**DAVENPORT, IA**
DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) RWY 33**
**VOR Rwy 3**
**VOR Rwy 21**
NA when local weather not available.

**DECORAH, IA**
DECORAH MUNI ..... **RNAV (GPS) Rwy 29**
NA when local weather not available.

**DES MOINES, IA**
DES MOINES INTL ..... **ILS or LOC Rwy 5[1]**
**ILS or LOC Rwy 13[1]**
**ILS or LOC Rwy 31[1]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Rwy 31[2]**
**VOR/DME Rwy 23[3]**
[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

**DUBUQUE, IA**
DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
**RNAV (GPS) Rwy 36**
**VOR Rwy 13[1]**
**VOR Rwy 31[1]**
**VOR Rwy 36**
NA when local weather not available.
[1]Category D, 800-2¼.

**ESTHERVILLE, IA**
ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

**FAIRFIELD, IA**
FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**FOREST CITY, IA**
FOREST CITY MUNI ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

**FORT DODGE, IA**
FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 24**
**RNAV (GPS) Rwy 30**
**VOR Rwy 12**
**VOR/DME Rwy 30**
NA when local weather not available.

**FORT LEONARD WOOD, MO**
WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
**NDB Rwy 32[1]**
**RNAV (GPS) Rwy 14[2]**
**RNAV (GPS) Rwy 32[2]**
**VOR Rwy 14[1]**
**VOR Rwy 32[1]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**GRINNELL, IA**
GRINNELL RGNL ..... **NDB Rwy 13**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
**VOR/DME Rwy 31**
NA when local weather not available.

**HARRISONVILLE, MO**
LAWRENCE
SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**IOWA CITY, IA**

IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
**RNAV (GPS) Rwy 30**
**VOR-A**

NA when local weather not available.

**IOWA FALLS, IA**

IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**

NA when local weather not available.

**JEFFERSON CITY, MO**

JEFFERSON CITY MEMORIAL ..... **ILS or LOC Rwy 30[123]**
**NDB Rwy 12[14]**
**RNAV (GPS) Rwy 12[35]**
**RNAV (GPS) Rwy 30[35]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

**JOPLIN, MO**

JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
**ILS or LOC/NDB Rwy 13**

NA when control tower closed.

**KAISER/LAKE OZARK, MO**

LEE C. FINE MEMORIAL ... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 3**

NA when local weather not available.

**KANSAS CITY, MO**

CHARLES B. WHEELER DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
**ILS or LOC Rwy 19[2]**
**NDB Rwy 19[3]**
**RNAV (GPS) Rwy 3[4]**
**RNAV (GPS) Rwy 21[5]**
**VOR Rwy 19**
**VOR Rwy 21[5]**

NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**KEOKUK, IA**

KEOKUK MUNI ..... **NDB Rwy 14**
**NDB Rwy 26**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 26**
**RNAV (GPS) Rwy 32**

NA when local weather not available.

**KIRKSVILLE, MO**

KIRKSVILLE RGNL ... **ILS or LOC/DME Rwy 36**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**
**VOR/DME-B**

NA when local weather not available.

**KNOXVILLE, IA**

KNOXVILLE MUNI ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**

NA when local weather not available.

**LE MARS, IA**

LE MARS MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR/DME Rwy 36[1]**

NA when local weather not available.
[1]Categories A,B, 900-2.

**LEE'S SUMMIT, MO**

LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 29**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**MASON CITY, IA**

MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

**MUSCATINE, IA**

MUSCATINE MUNI ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6[23]**
**RNAV (GPS) Rwy 24[2]**
**VOR Rwy 6[4]**

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

**NEWTON, IA**

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**

NA when local weather not available.

**OSKALOOSA, IA**

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**

NAME ALTERNATE MINIMUMS

**OTTUMWA, IA**
OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
**VOR/DME Rwy 13**
**VOR Rwy 31**
NA when local weather not available.

**PELLA, IA**
PELLA MUNI ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

**POPLAR BLUFF, MO**
POPLAR BLUFF MUNI .... **RNAV (GPS) Rwy 18**[1]
**RNAV (GPS) Rwy 36**[1]
**SDF Rwy 36**[2]
[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

**RED OAK, IA**
RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 17**
NA when local weather not available.

**ST. CHARLES, MO**
ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
**VOR Rwy 18**
NA when local weather not available.

**ST. JOSEPH, MO**
ROSECRANS
MEMORIAL ..... **ILS or LOC Rwy 35**[12]
**LOC BC Rwy 17**[13]
**RADAR-1**[4]
**VOR or TACAN Rwy 17**[5]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.

NAME ALTERNATE MINIMUMS

**ST. LOUIS, MO**
LAMBERT-
ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS .... **ILS or LOC Rwy 8R**[13]
**ILS or LOC Rwy 26L**[24]
**RNAV (GPS) Rwy 8L**[1]
**RNAV (GPS) Rwy 8R**[15]
**RNAV (GPS) Rwy 26L**[15]
**RNAV (GPS) Rwy 26R**[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

**SHELDON, IA**
SHELDON MUNI ..... **NDB Rwy 4**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 15**[1]
**RNAV (GPS) Rwy 33**[1]
NA when local weather not available.
[1]Category D, 800-2¼.

**SHENANDOAH, IA**
SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
**NDB Rwy 4**
NA when local weather not available.

**SIOUX CITY, IA**
SIOUX GATEWAY/COLONEL
BUD DAY FIELD ..... **ILS or LOC Rwy 13**[13]
**ILS or LOC Rwy 31**[3]
**NDB Rwy 35**[4]
**RNAV (GPS) Rwy 13**[25]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 31**[25]
**VOR/DME or TACAN Rwy 13**[25]
**VOR or TACAN Rwy 31**[25]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

**SPENCER, IA**
SPENCER MUNI ..... **VOR or GPS Rwy 12**[1]
**VOR Rwy 30**[2]
[1]Category D, 800-2¼.
[2]Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**SPRINGFIELD, MO**

SPRINGFIELD-BRANSON NATIONAL ..... **RNAV (GPS) Rwy 2**[1]
**RNAV (GPS) Rwy 20**[1]
**VOR/DME or TACAN Rwy 2**[2]
**VOR or TACAN Rwy 20**[2]

[1]NA when local weather not available.
[2]Category E, 800-2¼.

**STORM LAKE, IA**

STORM LAKE MUNI ..... **NDB Rwy 17**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**VINTON, IA**

VINTON VETERANS MEMORIAL AIRPARK ..... **RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**

NA when local weather not available.

**WASHINGTON, IA**

WASHINGTON MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**WASHINGTON, MO**

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR-A**

Category C, 800-2¼.
NA when local weather not available.

**WATERLOO, IA**

WATERLOO RGNL ..... **ILS or LOC Rwy 12**[1]
**LOC BC Rwy 30**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
**VOR Rwy 12**
**VOR/DME Rwy 30**

NA when local weather not available.
[1]ILS, Category D, 700-2.

**WEBSTER CITY, IA**

WEBSTER CITY MUNI ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

**WEST PLAINS, MO**

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

## ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA) ELEV **826**

### ROSECRANS MEMORIAL

**RADAR** - 120.35 360.8

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| PAR | 17 | | ABCDE | **1026**-¾ | 200 | (200-¾) | | | | |
| ASR | 35 | | ABC | **1200**-1 | 386 | (400-1) | DE | **1200**-1¼ | 386 | (400-1¼) |
| | 17 | | AB | **1340**-1 | 514 | (600-1) | C | **1340**-1½ | 514 | (600-1½) |
| | | | DE | **1340**-1¾ | 514 | (600-1¾) | | | | |
| CIRCLING | | | AB | **1400**-1 | 574 | (600-1) | C | **1400**-1½ | 574 | (600-1½) |
| | | | D | **1500**-2¼ | 674 | (700-2¼) | E | **1760**-3 | 934 | (1000-3) |

When ST Joseph approach control closed, procedure not authorized.

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## WHITEMAN AFB (KSZL), (Knob Noster), MO (Orig, 09155 USAF) ELEV **870**

**RADAR**[12] **- (E)** 125.1 284.0

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 1[4] | | AB | **1260**/24 | 423 | (400-½) |
| | | | CD | **1260**/40 | 423 | (400-¾) |
| | | | E | **1260**/50 | 423 | (400-1) |
| | 19[3] | | AB | **1260**/24 | 390 | (400-½) |
| | | | CDE | **1260**/40 | 390 | (400-¾) |
| CIR[5] | 1-19 | | AB | **1340**-1 | 470 | (500-1) |
| | | | C | **1340**-1½ | 470 | (500-1½) |
| | | | D | **1420**-2 | 550 | (600-2) |
| | | | E | **1460**-2 | 590 | (600-2) |

[1]Opr H24 fr 1200Z++ Mon thru 0400Z++ Fri, 1300-2200Z++ Sat-Sun; clsd hol. [2] ASR MP 0700-1300Z++ Mon and Tue. [3]When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [5]Circling not authorized W of Rwy 1-19. [6]Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

INSTRUCTION APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ALBIA, IA**

ALBIA MUNI (4C8)
AMDT 3 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

**ALGONA, IA**

ALGONA MUNI (AXA)
AMDT 3 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

**AMES, IA**

AMES MUNI (AMW)
AMDT 3 88322 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 13, 31,** climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

**ANKENY, IA**

ANKENY RGNL (IKV)
ORIG 96004 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ATLANTIC, IA**

ATLANTIC MUNI (AIO)
AMDT 6A 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.
NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

**AUDUBON, IA**
AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

**AURORA, MO**
JERRY SUMNERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

**BELLE PLAINE, IA**
BELLE PLAINE MUNI (TZT)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

**BLOOMFIELD, IA**
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

**BOLIVAR, MO**
BOLIVAR MUNI (M17)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

**BOONE, IA**
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

**BOONVILLE, MO**
JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

**BOWLING GREEN, MO**
BOWLING GREEN MUNI (H19)
ORIG 83132 (FA)
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

**BRANSON, MO**
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

**BROOKFIELD, MO**
NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.
NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

**BURLINGTON, IA**
SOUTHEAST IOWA RGNL (BRL)
AMDT 1 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

**CABOOL, MO**
CABOOL MEMORIAL (TVB)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

**CAMERON, MO**
CAMERON MEMORIAL (EZZ)
ORIG 10098 (FAA)
NOTE: **Rwy 17,** trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL. **Rwy 35,** trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

**CAMDENTON, MO**
CAMDENTON MEMORIAL (H21)
ORIG 84131 (FAA)
TAKE-OFF MINIMUMS: **Rwys 15,33**, 300-1.

**CAPE GIRARDEAU, MO**
CAPE GIRARDEAU RGNL (CGI)
AMDT 7A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20,** 300-1 or std. with a min. climb rate of 265' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28,** climb heading 280° to 1000 before turning northbound.
NOTE: **Rwy 2,** tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10,** trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20,** trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

**CARROLL, IA**
ARTHUR N. NEU (CIN)
ORIG 90263 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

**CARUTHERSVILLE, MO**
CARUTHERSVILLE MEMORIAL (M05)
ORIG 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.
NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

**CEDAR RAPIDS, IA**
THE EASTERN IOWA (CID)
AMDT 2 90067 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1300 before turning left.

**CHARITON, IA**
CHARITON MUNI (CNC)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

**CHARLES CITY, IA**
NORTHEAST IOWA RGNL (CCY)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

**CHEROKEE, IA**
CHEROKEE COUNTY RGNL (CKP)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** NA - environmental. **Rwy 36,** 300 -1¼ or std. w/ min. climb of 373' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.
NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

**CHILLICOTHE, MO**
CHILLICOTHE MUNI (CHT)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

**CLARINDA, IA**
SCHENCK FIELD (ICL)
AMDT 2 88182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1. **Rwy 31,** 700-2.
DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31,** climb runway heading to 1700 before turning.

**CLARION, IA**
CLARION MUNI (CAV)
AMDT 1 10042 (FAA)
NOTE: **Rwy 14,** tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32,** trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

**CLINTON, IA**
CLINTON MUNI (CWI)
ORIG 09015 (FAA)
NOTE: **Rwy 3,** obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21,** tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32,** antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

**COLUMBIA, MO**
COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

**CORNING, IA**
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

**COUNCIL BLUFFS, IA**
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

**CRESCO, IA**
ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

**CRESTON, IA**
CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

**CUBA, MO**
CUBA MUNI (UBX)
AMDT 1 83062 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

**DAVENPORT, IA**
DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

**DECORAH, IA**
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

**DENISON, IA**
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

**DES MOINES, IA**
DES MOINES INTL (DSM)
AMDT 10 03135 (FAA)
NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/ 997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

**DEXTER, MO**
DEXTER MUNI (DXE)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.
NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

**DUBUQUE, IA**
DUBUQUE RGNL (DBQ)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

**EAGLE GROVE, IA**
EAGLE GROVE MUNI (EAG)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-Enviromental.
NOTE: **Rwy 13,** vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

**EMMETSBURG, IA**
EMMETSBURG MUNI (EGQ)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35,** NA-Enviromental.
**NOTE:** Rwy 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31,** trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

**EXCELSIOR SPRINGS, MO**
EXCELSIOR SPRINGS MEMORIAL (3EX)
ORIG 80360 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

**FAIRFIELD, IA**
FAIRFIELD MUNI (FFL)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

**FARMINGTON, MO**
FARMINGTON RGNL (FAM)
AMDT 1 82273 (FAA)
DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

**FESTUS, MO**
FESTUS MEMORIAL (FES)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

**FOREST CITY, IA**
FOREST CITY MUNI (FXY)
AMDT 2 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-2¼ or std. w/ a min. climb of 242' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 332° to 1800 before turning right.
NOTE: **Rwy 9,** trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15,** trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27,** train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33,** vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

**FORT DODGE, IA**
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.
NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

**FREDERICKTOWN, MO**
FREDERICKTOWN RGNL (H88)
ORIG 85213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

**FULTON, MO**
ELTON HENSLEY MEMORIAL (FTT)
AMDT 1 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.
NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

**GRINNELL, IA**
GRINNELL RGNL (GGI)
AMDT 1 08157 (FAA)
NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

**HAMPTON, IA**
HAMPTON MUNI (HPT)
AMDT 3 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

**HANNIBAL, MO**
HANNIBAL RGNL (HAE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

**HARLAN, IA**
HARLAN MUNI (HNR)
ORIG 90179 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33,** 300-1.

## HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

## HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)
ORIG 06271 (FAA)

NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

## INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)
AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.

DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

## IOWA CITY, IA

IOWA CITY MUNI (IOW)
AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

## IOWA FALLS, IA

IOWA FALLS MUNI (IFA)
ORIG 09071 (FAA)

NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

## JEFFERSON, IA

JEFFERSON MUNI (EFW)
AMDT 2 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-2.

## JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)
AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

## JOPLIN, MO

JOPLIN RGNL (JLN)
AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

## KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)
AMDT 1 06271 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

## KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)
ORIG 05300 (FAA)

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

**KENNETT, MO**
KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)
NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

**KEOKUK, IA**
KEOKUK MUNI (EOK)
ORIG 06271 (FAA)
NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

**KIRKSVILLE, MO**
KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.
NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

**KNOXVILLE, IA**
KNOXVILLE (OXV)
ORIG 10098 (FAA)
NOTE: **Rwy 15,** vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33,** trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

**LAMAR, MO**
LAMAR MUNI (LLU)
ORIG 08101 (FAA)
NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

**LE MARS, IA**
LE MARS MUNI (LRJ)
AMDT 1A 07283 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.
NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

**LEE'S SUMMIT, MO**

LEE'S SUMMIT MUNI (LXT)

ORIG 07242 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/ 1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/ 1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

**LEXINGTON, MO**

LEXINGTON MUNI (4K3)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

**MALDEN, MO**

MALDEN RGNL (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.

NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

**MAPLETON, IA**

JAMES G. WHITING MEMORIAL FIELD (MEY)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20,** 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1700 before turning left. **Rwy 20,** climb heading 199° to 1700 before turning left.

NOTE: **Rwy 2,** tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

**MAQUOKETA, IA**

MAQUOKETA MUNI (OQW)

ORIG 87099 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading to 1300 before turning.

**MARSHALL, MO**

MARSHALL MEMORIAL MUNI (MHL)

ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

**MARYVILLE, MO**

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

**MEXICO, MO**

MEXICO MEMORIAL (MYJ)

ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

**MILFORD, IA**

FULLER (4D8)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2 .

DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

**MONETT, MO**

MONETT MUNI (HFJ)

ORIG 07018 (FAA)

NOTE: **Rwy 18,** multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36,** multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

**MONTICELLO, IA**
MONTICELLO RGNL (MXO)
AMDT 4 01361 (FAA)
NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

**MONTICELLO, MO**
LEWIS COUNTY RGNL (6M6)
ORIG 06271 (FAA)
NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

**MOSBY, MO**
MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

**MOUNT PLEASANT, IA**
MOUNT PLEASANT MUNI (MPZ)
AMDT 1 99026 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 300-1. **Rwy 33,** 500-2 or std. with a min. climb of 280' per NM to 1400.

**MOUNTAIN GROVE, MO**
MOUNTAIN GROVE MEMORIAL (1MO)
AMDT 1 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 2100 before turning right.
NOTE: **Rwy 8,** trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26,** trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

**MOUNTAIN VIEW, MO**
MOUNTAIN VIEW (MNF)
AMDT 3 93007 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

**MUSCATINE, IA**
MUSCATINE MUNI (MUT)
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

**NEOSHO, MO**
NEOSHO HUGH ROBINSON (EOS)
ORIG 07130 (FAA)
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

**NEW MADRID, MO**
COUNTY MEMORIAL (EIW)
AMDT 1 83132 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

**NEWTON, IA**
NEWTON MUNI (TNU)
ORIG 07074 (FAA)
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

**OELWEIN, IA**
OELWEIN MUNI (OLZ)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

**ORANGE CITY, IA**
ORANGE CITY MUNI (ORC)
ORIG 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

**OSAGE BEACH, MO**
GRAND GLAIZE-OSAGE BEACH (K15)
AMDT 1 90039 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

**OSKALOOSA, IA**
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

**OTTUMWA, IA**
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL.
**Rwy 13,** pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

**PELLA, IA**
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

**PERRY, IA**
PERRY MUNI (PRO)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

**POCAHONTAS, IA**
POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

**POINT LOOKOUT, MO**
M. GRAHAM CLARK-TANEY COUNTY (PLK)
DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

**POPLAR BLUFF, MO**
POPLAR BLUFF MUNI (POF)
AMDT 1 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upto 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

**POTOSI, MO**
WASHINGTON COUNTY (8WC)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.
NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

**RED OAK, IA**
RED OAK MUNI (RDK)
TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

**ROCK RAPIDS, IA**
ROCK RAPIDS MUNI (RRQ)
ORIG 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

**ROLLA, MO**
ROLLA DOWNTOWN (K07)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.
NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

**ST. CHARLES, MO**
ST. CHARLES COUNTY SMARTT (SET)
AMDT 2 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.
NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

**ST. JOSEPH, MO**
ROSECRANS MEMORIAL (STJ)
AMDT 6 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.
NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

## ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

## ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL (STL)

AMDT 1 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24,** 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L,** 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R,** 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11,** control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L,** multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R,** multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24,** multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L,** road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R,** obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

## ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)
ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L,** 400-1¾ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L,** obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R,** antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L,** trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

## SEDALIA, MO

SEDALIA MEMORIAL (DMO)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

## SHENANDOAH, IA

SHENANDOAH MUNI (SDA)
AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

## SIKESTON, MO

SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)

NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

## SIOUX CENTER, IA

SIOUX CENTER MUNI (SOY)
AMDT 1 94034 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

## SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

## SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

## SULLIVAN, MO

SULLIVAN RGNL (UUV)
ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

## TARKIO, MO

GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

**TIPTON, IA**
MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** climb heading 288° to 1900 before proceeding on course.
NOTE: **Rwy 11,** tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29,** tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

**TRENTON, MO**
TRENTON MUNI (TRX)
ORIG 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

**VINTON, IA**
VINTON VETERANS MEMORIAL AIRPARK (VTI)
AMDT 1 83230 (FAA)
DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

**WARRENSBURG, MO**
SKYHAVEN (RCM)
AMDT 1 07130 (FAA)
NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

**WASHINGTON, IA**
WASHINGTON MUNI (AWG)
AMDT 1 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36,** tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

**WASHINGTON, MO**
WASHINGTON RGNL (FYG)
AMDT 1 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.
NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

**WATERLOO, IA**
WATERLOO RGNL (ALO)
ORIG 06271 (FAA)
NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

**WAVERLY, IA**
WAVERLY MUNI (C25)
ORIG 90123 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

**WEBSTER CITY, IA**
WEBSTER CITY MUNI (EBS)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environment.
NOTE: **Rwy 14,** trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32,** vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

**WEST PLAINS, MO**
WEST PLAINS MUNI (UNO)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.
NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

**WEST UNION, IA**

GEORGE L. SCOTT MUNI (3Y2)
AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1700 before turning.

**WHITEMAN AFB (KSZL)**

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

**WINTERSET, IA**

WINTERSET-MADISON COUNTY (3Y3)
AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

| APP CRS | Rwy Idg | 3002 |
|---|---|---|
| 358° | TDZE | 1434 |
| | Apt Elev | 1434 |

# GPS RWY 36

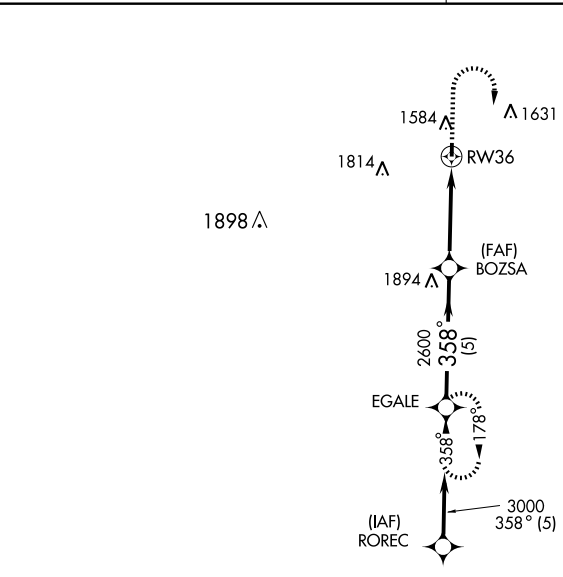
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

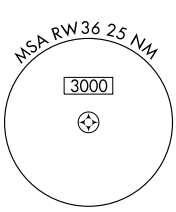
Use Springfield altimeter setting.

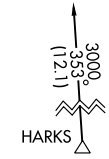
NA

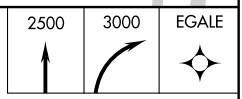
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGALE WP and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| **124.95 318.2** | **122.8** (CTAF) L |



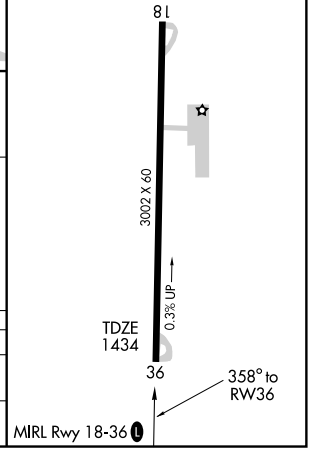







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 2000-1 | 566 (600-1) | 2000-1½ 566 (600-1½) | NA |
| CIRCLING | 2020-1 | 586 (600-1) | 2020-1½ 586 (600-1½) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC SGF 116.9 Chan 116 | APP CRS 211° | Rwy Idg NA<br>TDZE NA<br>Apt Elev 1434 |
|---|---|---|

# VOR/DME-A

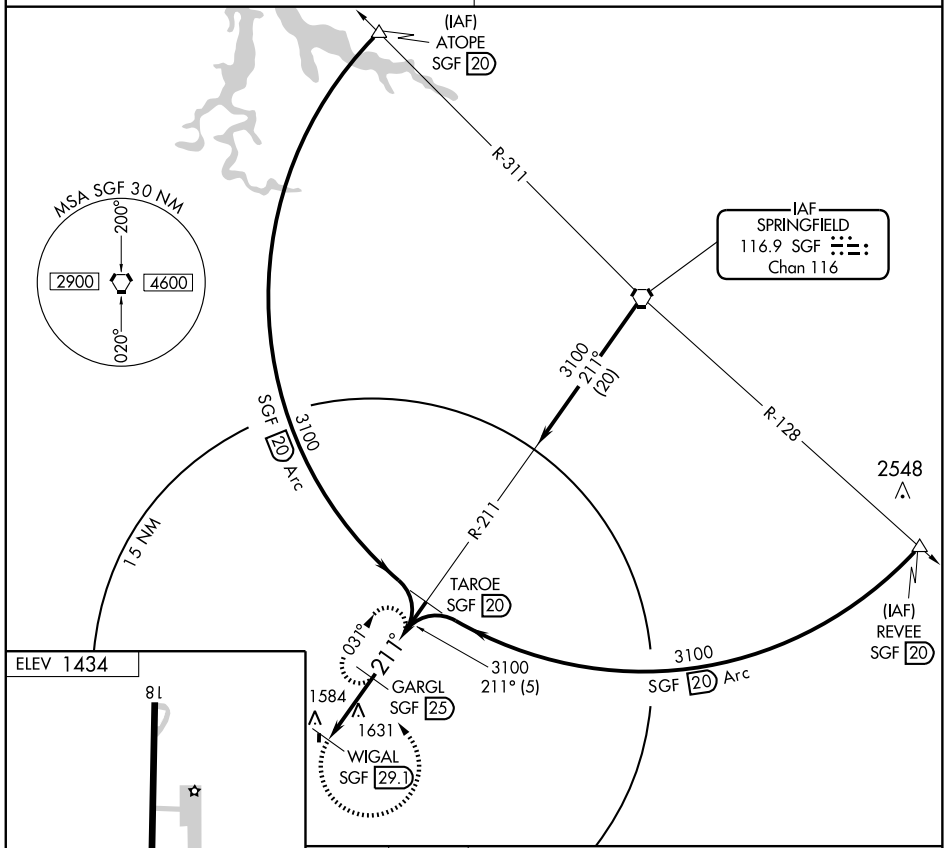
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

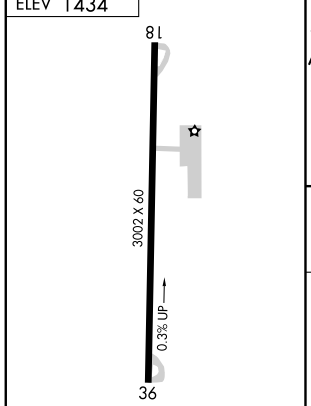
Use Springfield altimeter setting.

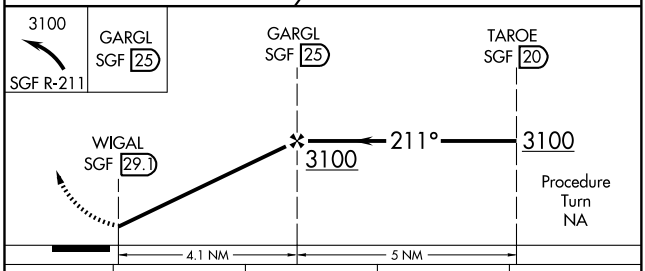
NA

MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| 124.95 318.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1960-1<br>526 (600-1) | 1960-1¼<br>526 (600-1¼) | 1960-1½<br>526 (600-1½) | NA |

MIRL Rwy 18-36 L

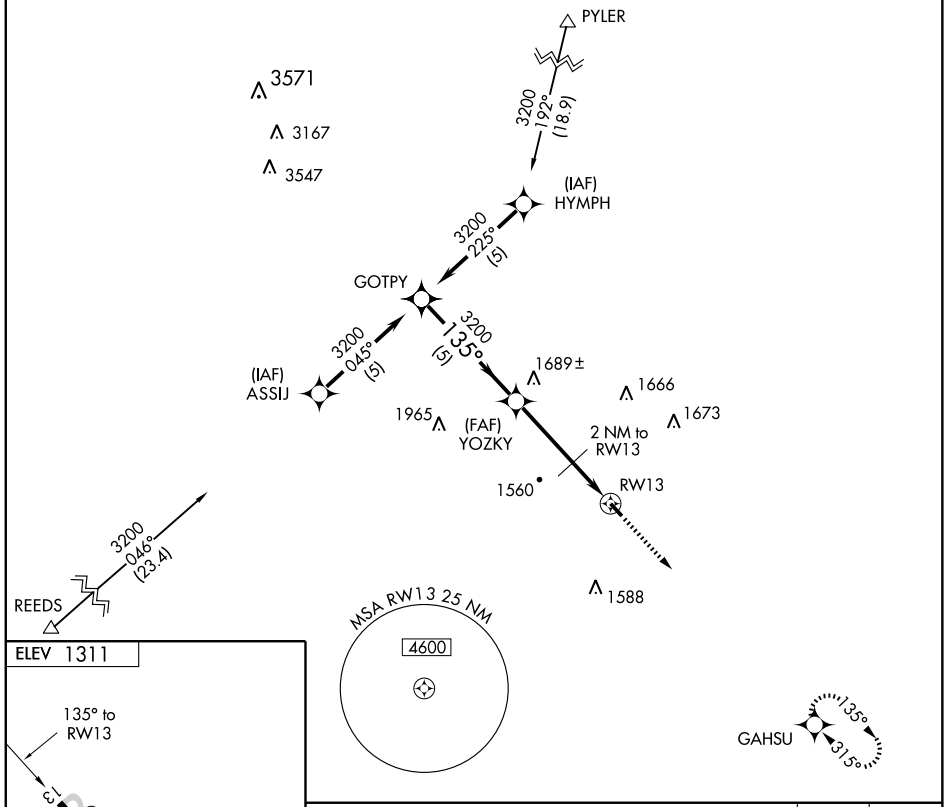
NC-3. 08 APR 2010 to 06 MAY 2010

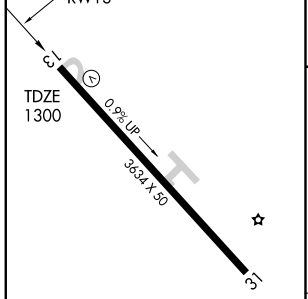
| APP CRS | Rwy Idg | 3634 |
|---|---|---|
| 135° | TDZE | 1300 |
| | Apt Elev | 1311 |

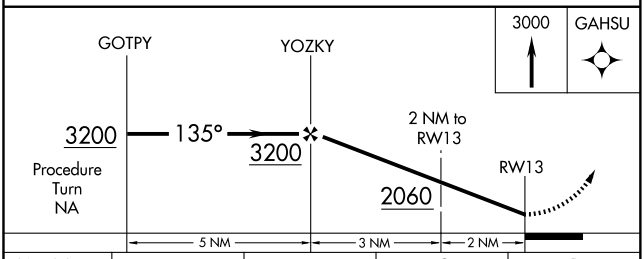
# GPS RWY 13

## AVA BILL MARTIN MEMORIAL (AOV)

| NA Use Springfield altimeter setting. | MISSED APPROACH: Climb to 3000 direct GAHSU WP and hold. |
|---|---|
| SPRINGFIELD APP CON **126.35** | UNICOM **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1780-1 480 (500-1) | | NA | |
| CIRCLING | 1980-1 669 (700-1) | | NA | |

MIRL Rwy 13-31 L

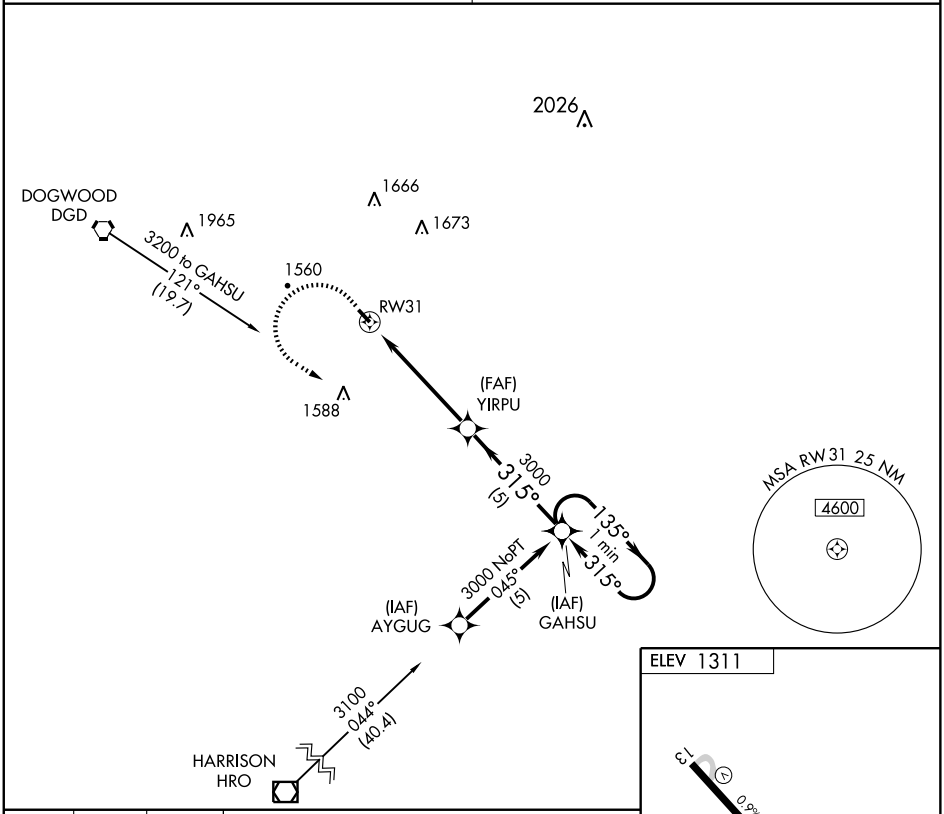
NC-3. 08 APR 2010 to 06 MAY 2010

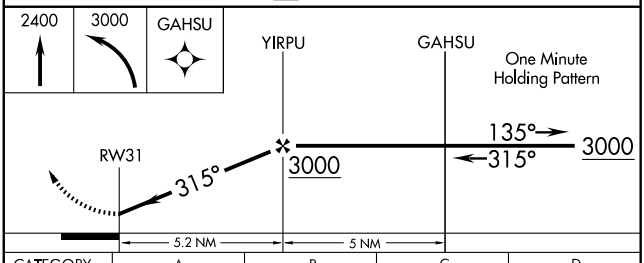
| APP CRS | Rwy Idg | 3634 |
|---|---|---|
| 315° | TDZE | 1311 |
| | Apt Elev | 1311 |

# GPS RWY 31

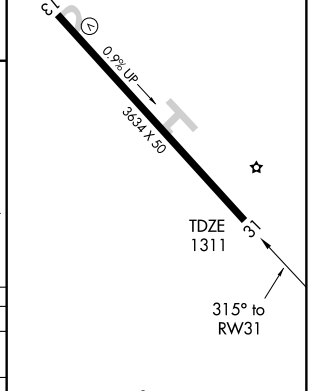
## AVA BILL MARTIN MEMORIAL (AOV)

| | |
|---|---|
| ⚠ NA Use Springfield altimeter setting. | MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct GAHSU WP and hold. |
| SPRINGFIELD APP CON **126.35** | UNICOM **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1940-1 | 629 (700-1) | NA | |
| CIRCLING | 1980-1 | 669 (700-1) | NA | |



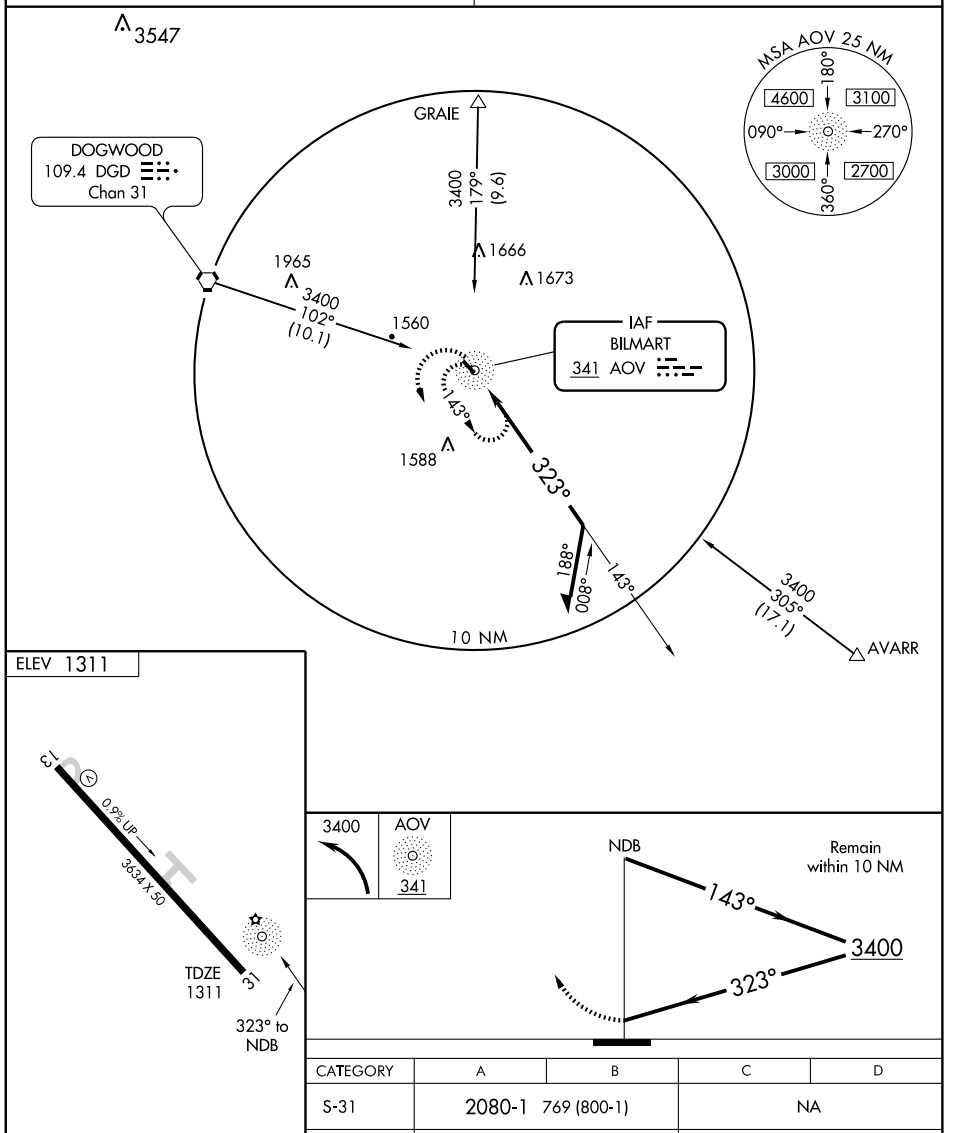

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB AOV | APP CRS | Rwy Idg | 3634 |
|---|---|---|---|
| 341 | 323° | TDZE | 1311 |
| | | Apt Elev | 1311 |

# NDB RWY 31

## AVA BILL MARTIN MEMORIAL (AOV)

| | |
|---|---|
| ⚠ NA Use Springfield altimeter setting. | MISSED APPROACH: Climbing left turn to 3400 in AOV NDB holding pattern. |
| SPRINGFIELD APP CON **126.35** | UNICOM **122.7** (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 2080-1 | 769 (800-1) | NA | |
| CIRCLING | 2080-1 | 769 (800-1) | NA | |

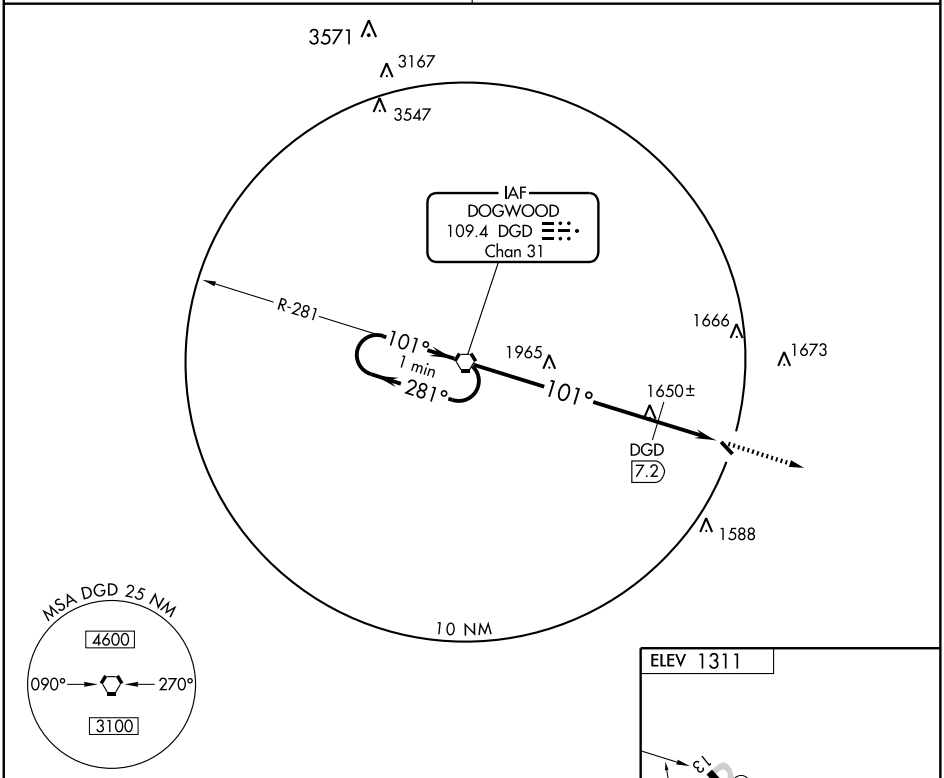
NC-3. 08 APR 2010 to 06 MAY 2010

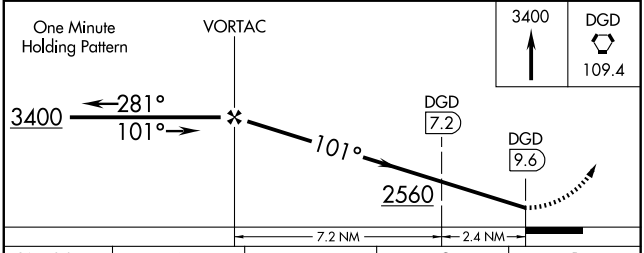
| VORTAC DGD 109.4 Chan 31 | APP CRS 101° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1311 |
|---|---|---|

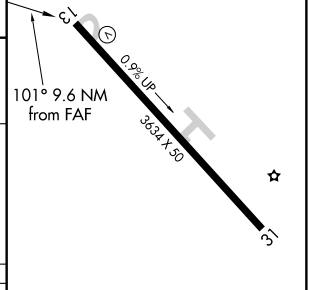
# VOR-A

## AVA BILL MARTIN MEMORIAL (AOV)

| | |
|---|---|
| ⚠ NA Use Springfield altimeter setting. | MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold. |
| SPRINGFIELD APP CON **126.35** | UNICOM **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2560-1¼<br>1249 (1300-1¼) | 2560-1½<br>1249 (1300-1½) | NA | |
| DME MINIMUMS | | | | |
| CIRCLING | 2000-1 689 (700-1) | | NA | |

MIRL Rwy 13-31 L

| FAF to MAP 9.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 179° | TDZE | 1092 |
| | Apt Elev | 1092 |

# RNAV (GPS) RWY 18

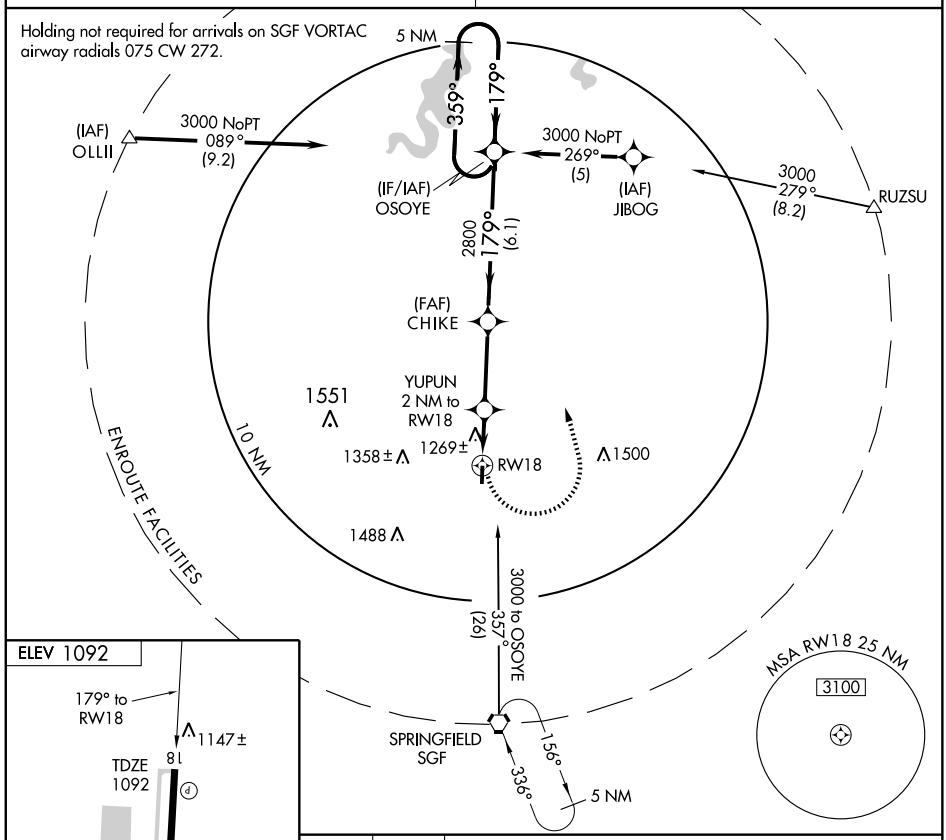
BOLIVAR MUNI (M17)

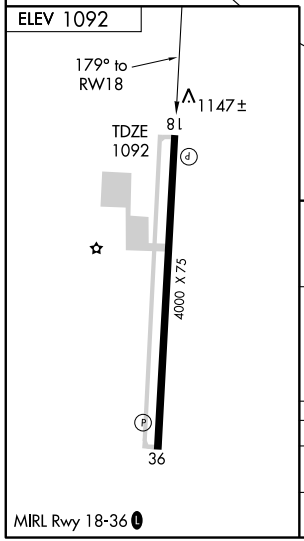
DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

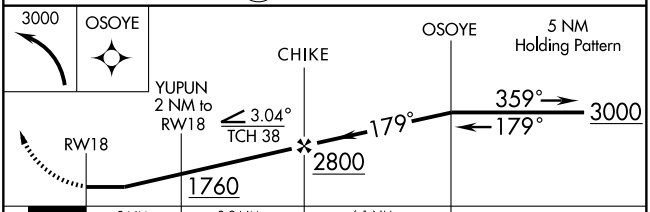
MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| 124.95 318.2 | 123.0 (CTAF) L |

Holding not required for arrivals on SGF VORTAC airway radials 075 CW 272.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1 508 (600-1) | | 1600-1½ 508 (600-1½) | NA |
| CIRCLING | 1660-1 568 (600-1) | | 1660-1½ 568 (600-1½) | NA |

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 78303 | 359° | TDZE | 1092 |
| W36A | | Apt Elev | 1092 |

# RNAV (GPS) RWY 36
## BOLIVAR MUNI (M17)

DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON
**124.95 318.2**

UNICOM
**123.0** (CTAF) L

NoPT for arrival on SGF VORTAC airway radials 075 CW 236.

MISSED APCH FIX
5 NM 359° 179° OSOYE

1358 ± 1500
RW36
1488 1249 ±
CITSI
2.1 NM to RW36
(FAF)
ZOXBY
2800
359° (6)
(IF)
UNHIC
3000
336° (3.1)
(IAF)
SPRINGFIELD
SGF
156°
336°
5 NM
2029

MSA RW36 25 NM
3600

ELEV 1092
MIRL Rwy 18-36 L

1147 ±
18
4000 X 75
TDZE
1092
36
359° to RW36

VGSI and RNAV glidepath not coincident.
3000
OSOYE
*LNAV only

Procedure Turn NA
UNHIC
3000
359°
ZOXBY
CITSI
2.1 NM to RW36
RW36
GS 3.00°
TCH 40
2800
*1800
6 NM
3.1 NM
2.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1448-1¼ 356 (400-1¼) | | | NA |
| LNAV MDA | 1580-1 488 (500-1) | | 1580-1¼ 488 (500-1¼) | NA |
| CIRCLING | 1660-1 568 (600-1) | | 1660-1½ 568 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC SGF 116.9 Chan 116 | APP CRS 353° | Rwy Idg 4000 TDZE 1092 Apt Elev 1092 |
|---|---|---|

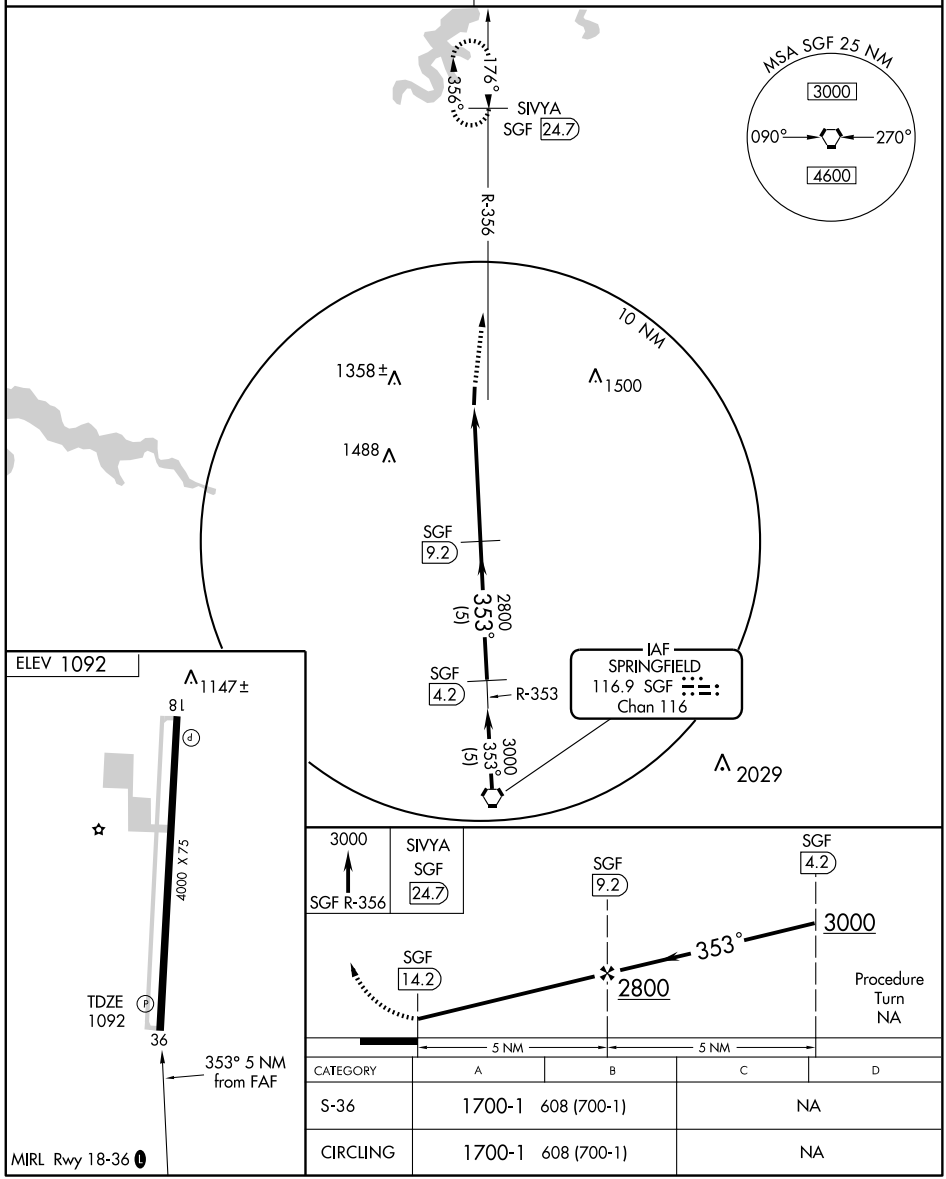
# VOR/DME RWY 36

BOLIVAR MUNI (M17)

T NA — Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| 124.95 318.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1700-1 | 608 (700-1) | NA | |
| CIRCLING | 1700-1 | 608 (700-1) | NA | |

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 72703 | 183° | TDZE | 715 |
| W18A | | Apt Elev | 715 |

# RNAV (GPS) RWY 18

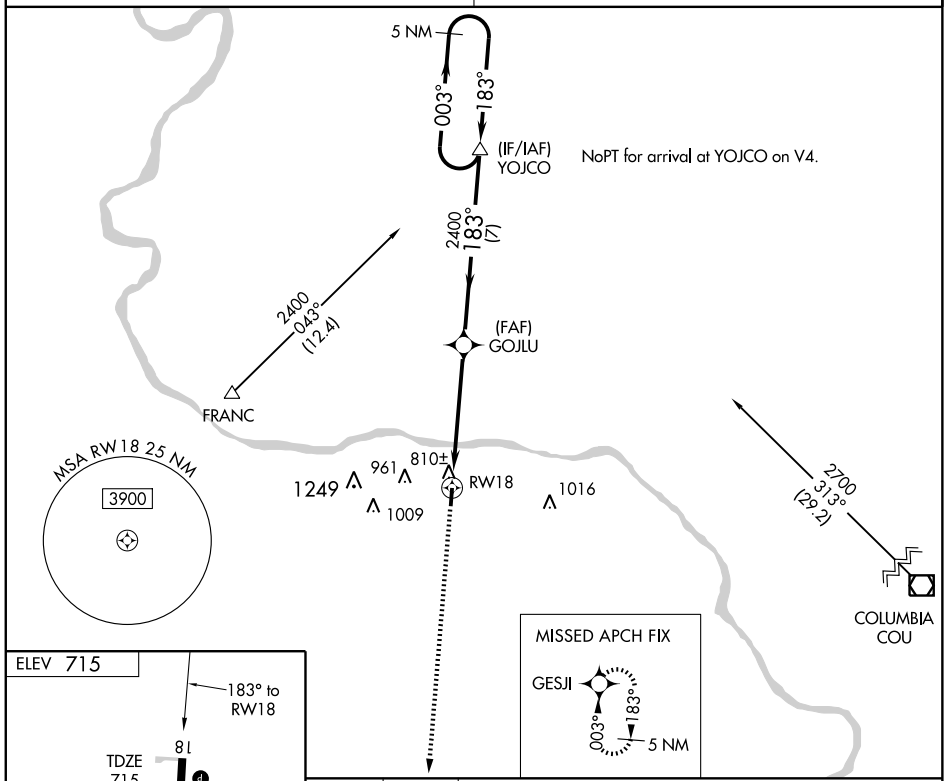
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

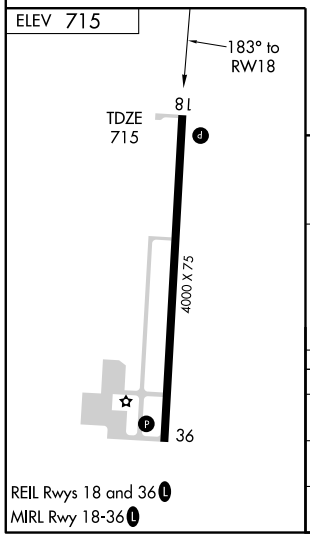
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct GESJI and hold.

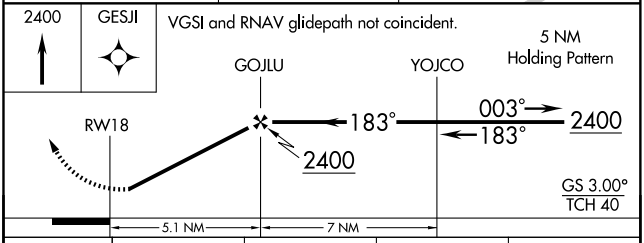
MIZZU APP CON
**124.375**

UNICOM
**122.7** (CTAF) L




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1103-1½ 388 (400-1½) | | | NA |
| LNAV MDA | 1140-1 425 (500-1) | | 1140-1¼ 425 (500-1¼) | NA |
| CIRCLING | 1200-1 485 (500-1) | | 1340-1¾ 625 (700-1¾) | NA |

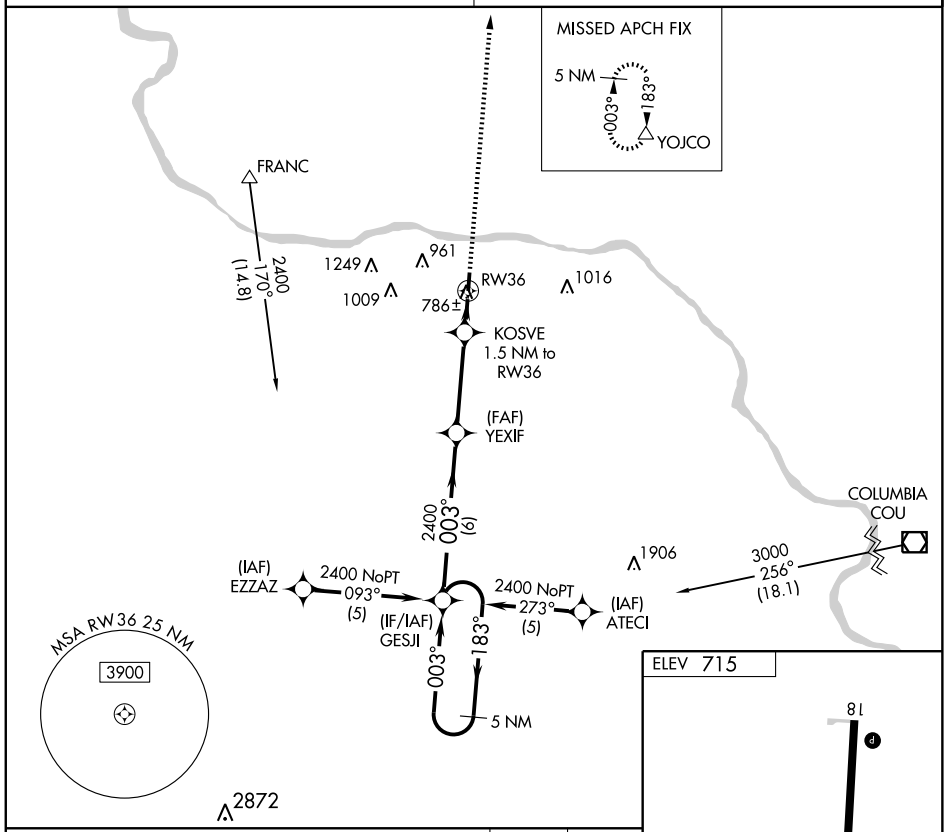
NC-3. 08 APR 2010 to 06 MAY 2010

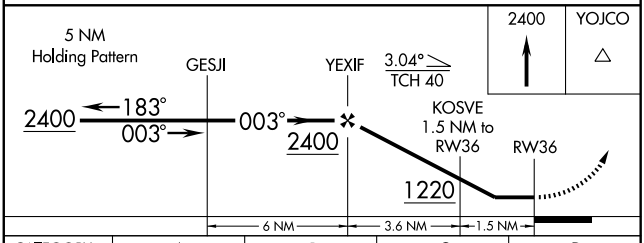
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 003° | TDZE | 715 |
| | Apt Elev | 715 |

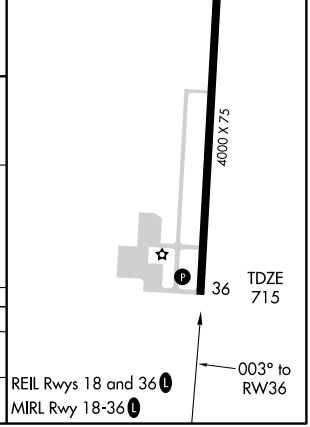
# RNAV (GPS) RWY 36

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

| | |
|---|---|
| DME/DME RNP-0.3 NA.<br>Visibility reduction by helicopters NA.<br>Use Columbia Rgnl altimeter setting. | MISSED APPROACH: Climb to 2400 direct YOJCO and hold. |
| MIZZU APP CON<br>**124.375** | UNICOM<br>**122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 405 (500-1) | 1120-1¼<br>405 (500-1¼) | NA |
| CIRCLING | 1200-1 | 485 (500-1) | 1340-1¾<br>625 (700-1¾) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC HLV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.2 | 243° | TDZE | N/A |
| Chan 89 | | Apt Elev | 715 |

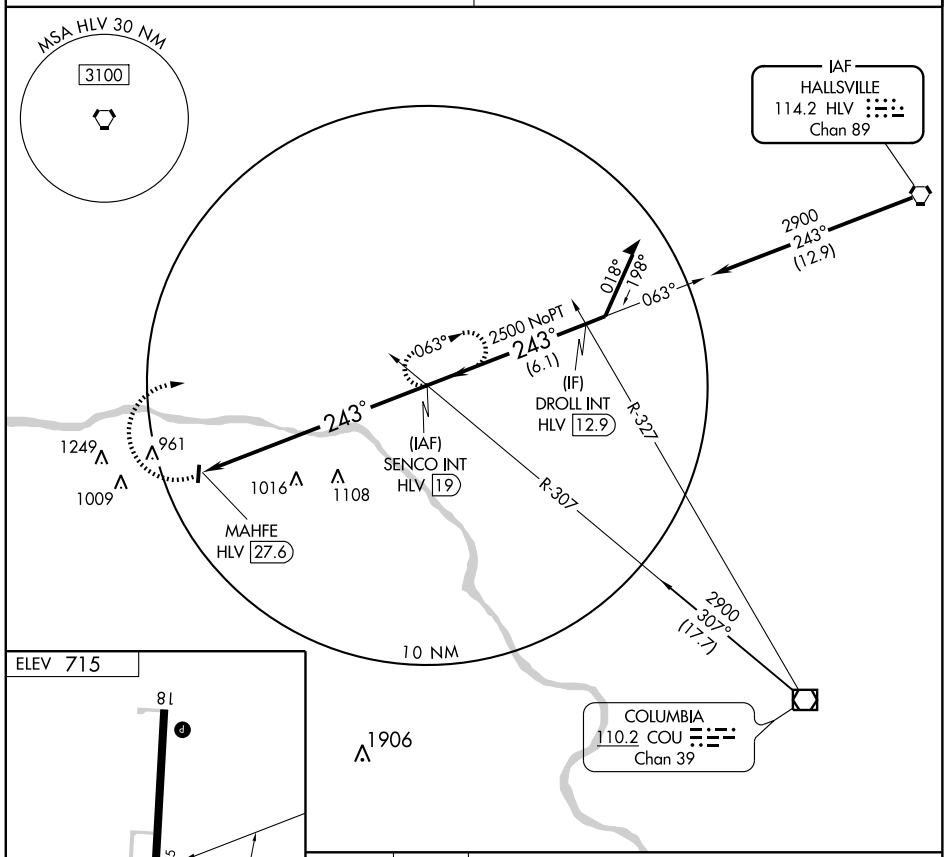
# VOR-A

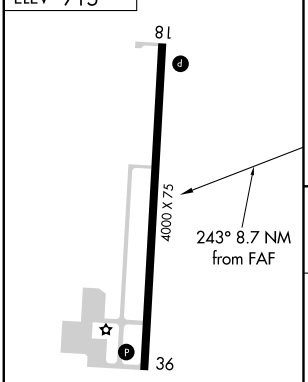
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

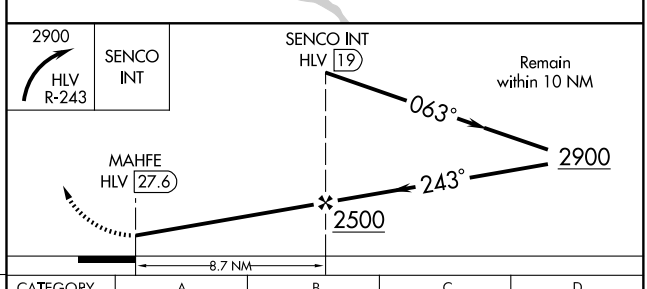
T NA — Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO Int/HLV 19 DME and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 | 122.7 (CTAF) L |




| FAF to MAP 8.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:42 | 5:48 | 4:21 | 3:29 | 2:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1900-1¼ 1185 (1200-1¼) | 1900-1½ 1185 (1200-1½) | 1900-3 1185 (1200-3) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3204 |
|---|---|---|
| 133° | TDZE | 886 |
| | Apt Elev | 886 |

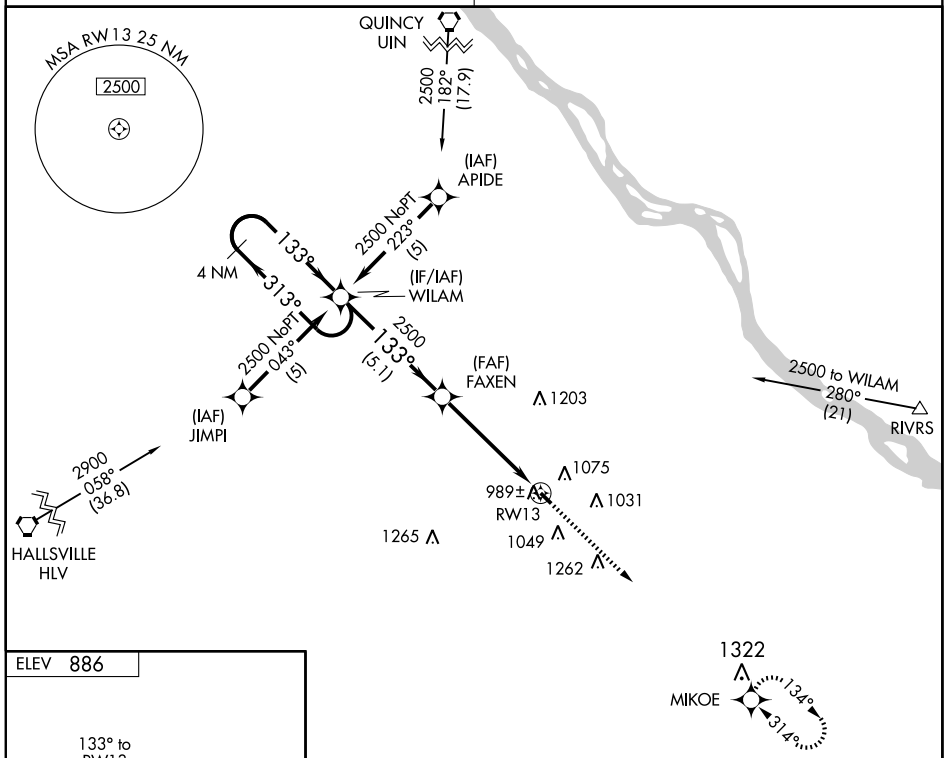
# RNAV (GPS) RWY 13
## BOWLING GREEN MUNI (H19)

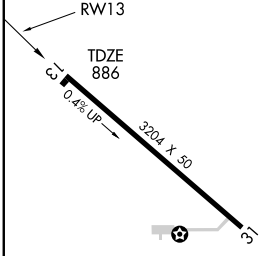
T
NA

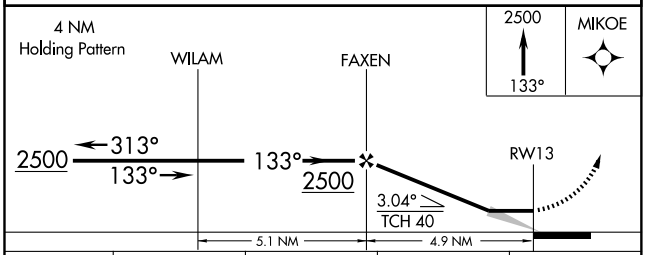
Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 | 454 (500-1) | NA | |
| CIRCLING | 1520-1 | 634 (700-1) | NA | |

LIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3204 |
|---|---|---|
| 314° | TDZE | 886 |
| | Apt Elev | 886 |

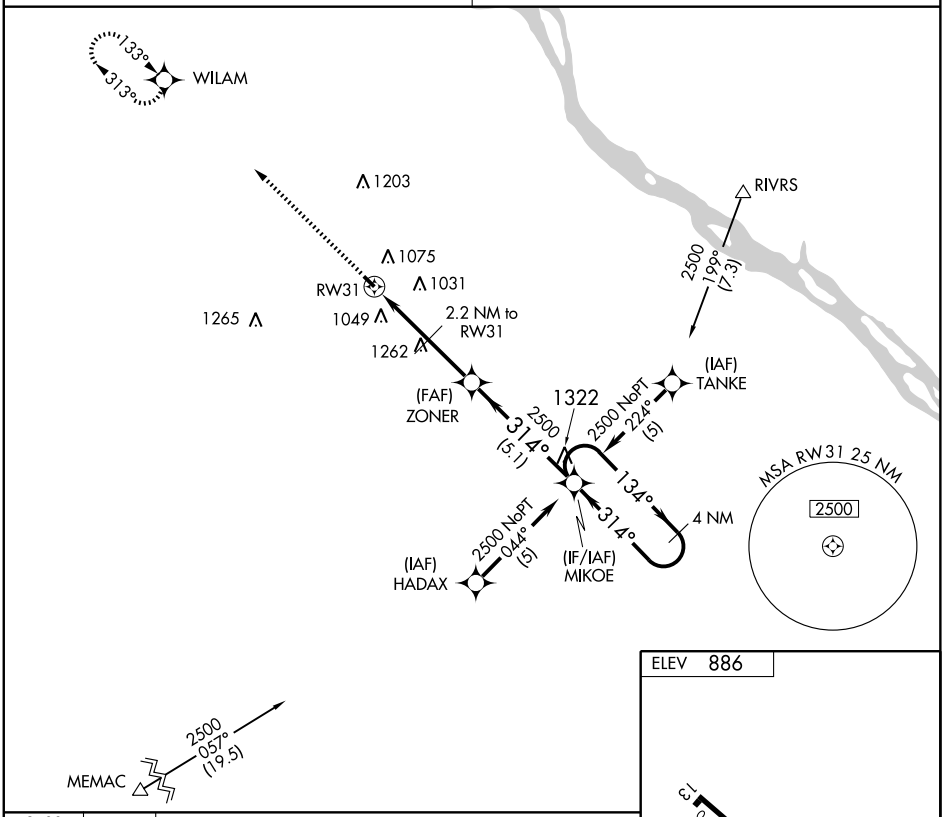
# RNAV (GPS) RWY 31
## BOWLING GREEN MUNI (H19)

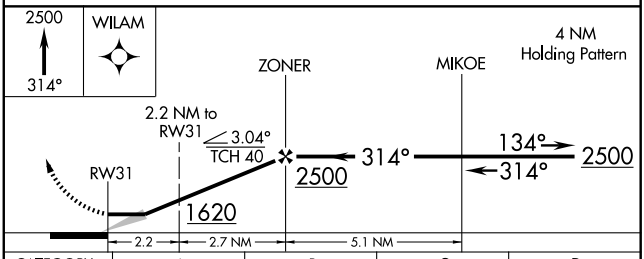
T
NA

Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

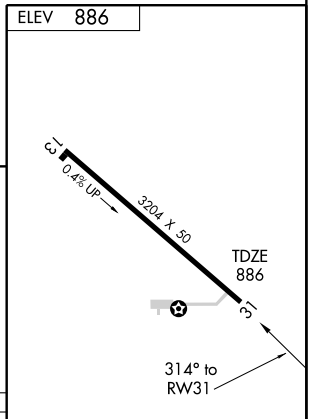
MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| **135.525 319.9** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1 | 574 (600-1) | NA | |
| CIRCLNG | 1520-1 | 634 (700-1) | NA | |




LIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC UIN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 169° | TDZE | N/A |
| Chan 83 | | Apt Elev | 886 |

# VOR/DME-A

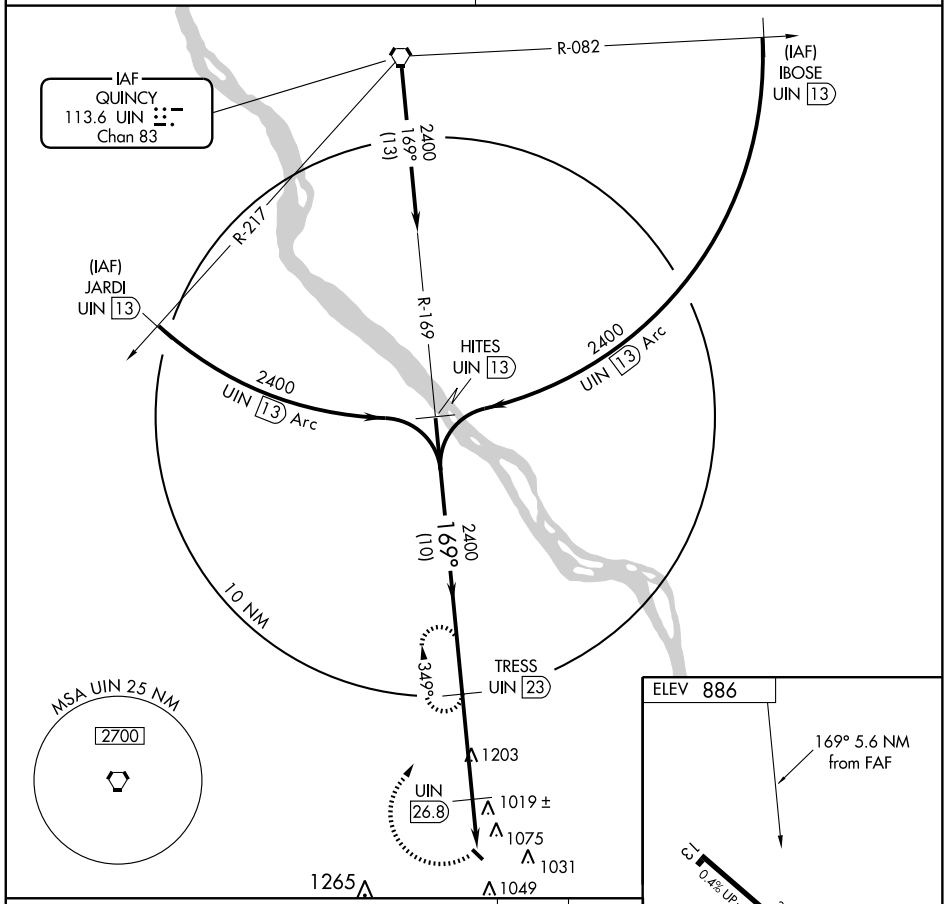
BOWLING GREEN MUNI (H19)

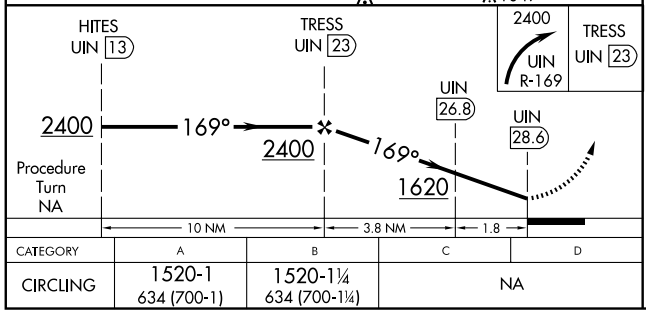
Use Quincy altimeter setting.

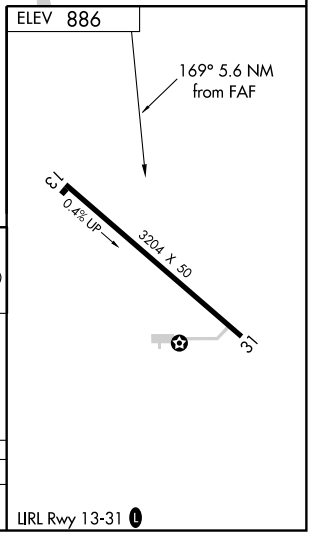
NA

MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1520-1<br>634 (700-1) | 1520-1¼<br>634 (700-1¼) | NA | |

LIRL Rwy 13-31

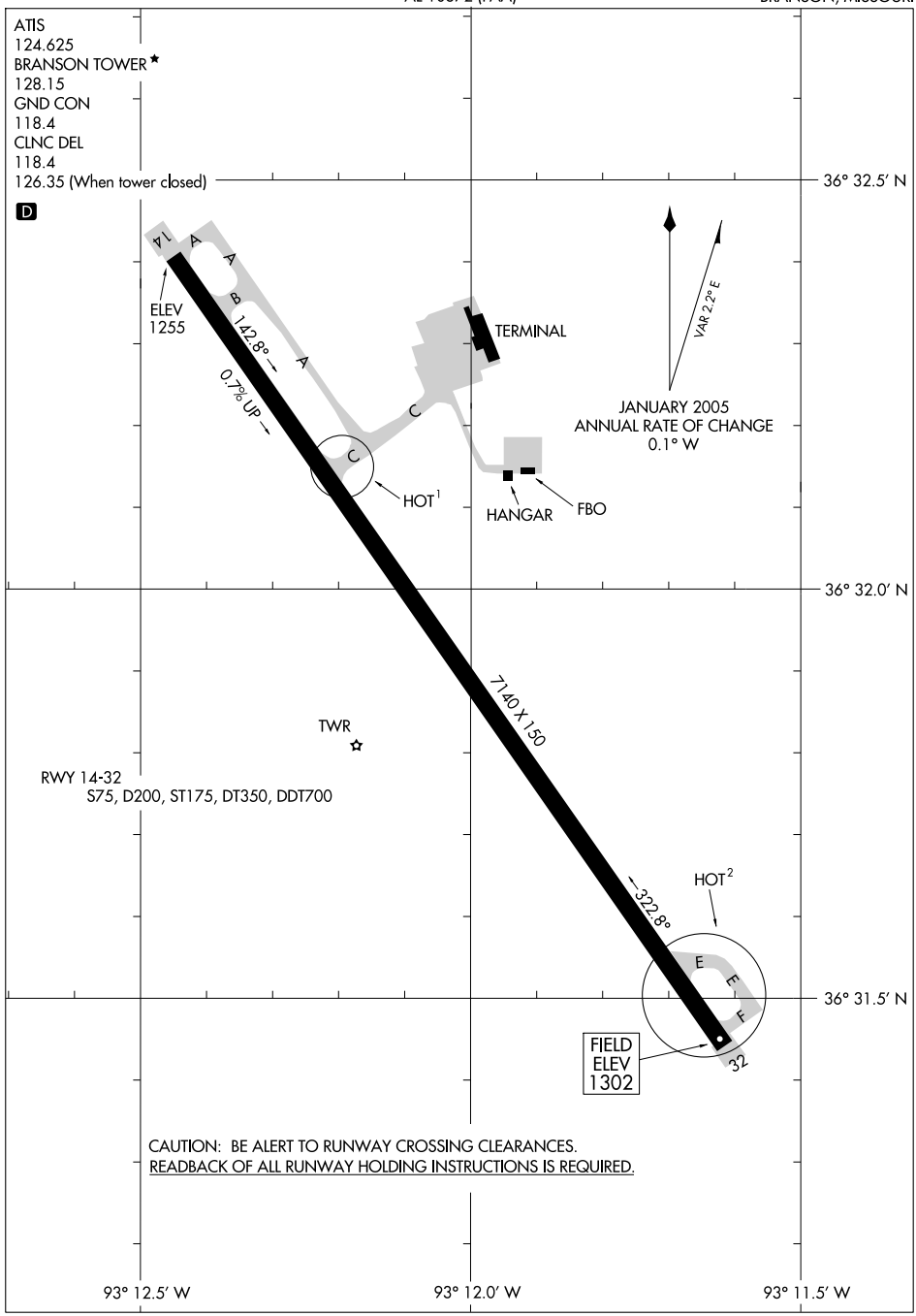
NC-3. 08 APR 2010 to 06 MAY 2010

10042

# AIRPORT DIAGRAM

AL-10372 (FAA)

BRANSON (BBG)
BRANSON, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 32

BRANSON (BBG)

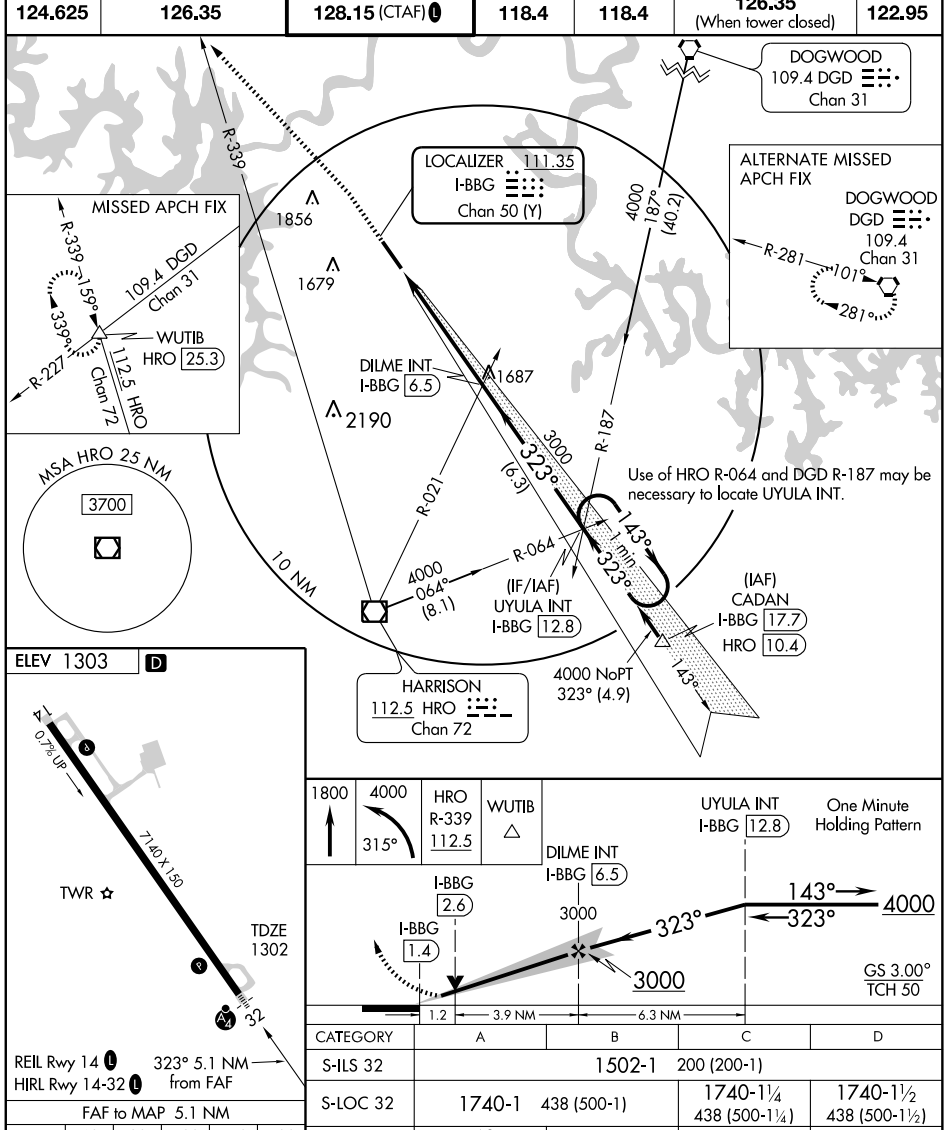
| LOC/DME I-BBG | APP CRS | Rwy Idg | 7140 |
|---|---|---|---|
| 111.35 | 323° | TDZE | 1302 |
| Chan 50 (Y) | | Apt Elev | 1303 |

T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase Circling Cat D visibility ¼ mile. VDP NA when using Harrison altimeter setting.

MALSF

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/ HRO 25.3 DME and hold.

| ATIS | SPRINGFIELD APP CON | BRANSON TOWER ★ | GND CON | CLNC DEL | SPRINGFIELD CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.625 | 126.35 | 128.15 (CTAF) L | 118.4 | 118.4 | 126.35 (When tower closed) | 122.95 |







| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1502-1 200 (200-1) | | | |
| S-LOC 32 | 1740-1 438 (500-1) | | 1740-1¼ 438 (500-1¼) | 1740-1½ 438 (500-1½) |
| CIRCLING | 1760-1 457 (500-1) | 1780-1 477 (500-1) | 1780-1½ 477 (500-1½) | 2000-2¼ 697 (700-2¼) |

NC-3. 08 APR 2010 to 06 MAY 2010

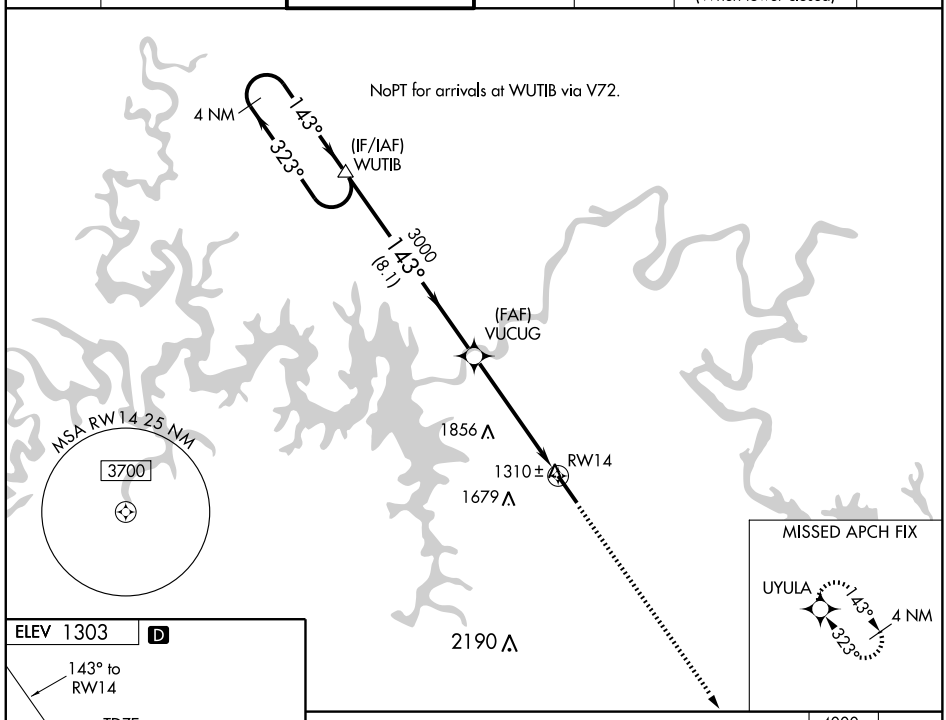
| WAAS CH 49111 W14A | APP CRS 143° | Rwy Idg 7140 TDZE 1275 Apt Elev 1303 |
|---|---|---|

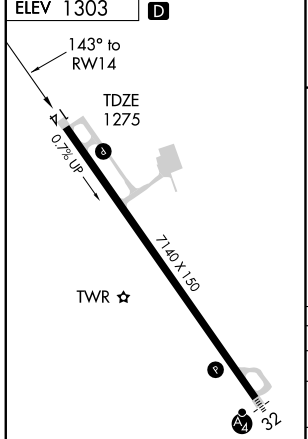
# RNAV (GPS) RWY 14
BRANSON (BBG)

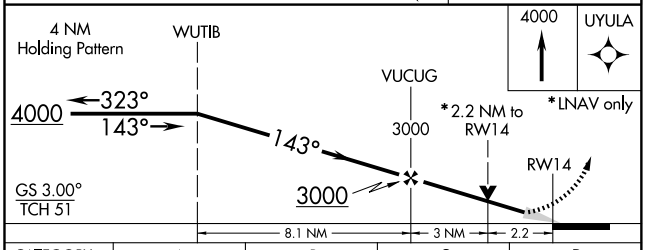
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000 direct UYULA and hold.

| ATIS | SPRINGFIELD APP CON | BRANSON TOWER★ | GND CON | CLNC DEL | SPRINGFIELD CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.625 | 126.35 | 128.15 (CTAF) L | 118.4 | 118.4 | 126.35 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1525-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1798-2 523 (500-2) | | | |
| LNAV MDA | 2020-1 745 (800-1) | 2020-1¼ 745 (800-1¼) | 2020-2¼ 745 (800-2¼) | 2020-2½ 745 (800-2½) |
| CIRCLING | 2020-1 717 (800-1) | 2020-1¼ 717 (800-1¼) | 2020-2¼ 717 (800-2¼) | 2020-2½ 717 (800-2½) |

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS CH 93911 W32A | APP CRS 323° | Rwy Idg 7140 TDZE 1302 Apt Elev 1303 |
|---|---|---|

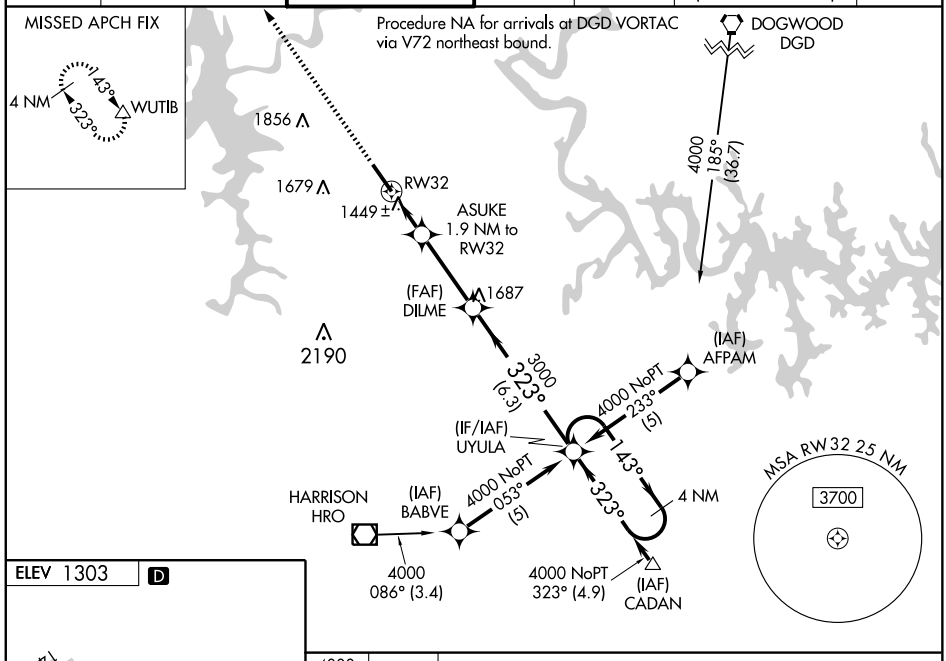
# RNAV (GPS) RWY 32
BRANSON (BBG)

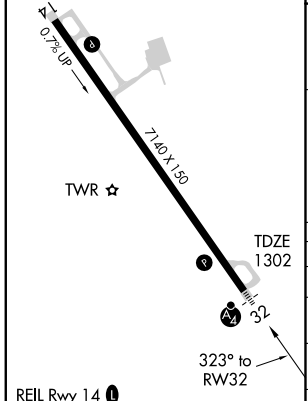
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, and circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

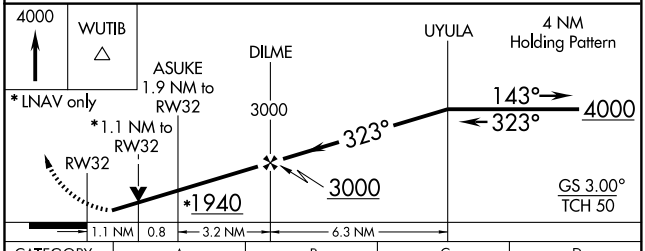
MALSF

MISSED APPROACH: Climb to 4000 direct WUTIB and hold.

| ATIS | SPRINGFIELD APP CON | BRANSON TOWER ★ | GND CON | CLNC DEL | SPRINGFIELD CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.625 | 126.35 | 128.15 (CTAF) L | 118.4 | 118.4 | 126.35 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1502-1 200 (200-1) | | | |
| LNAV/VNAV DA | 1757-1½ 455 (500-1½) | | | |
| LNAV MDA | 1700-1 398 (400-1) | | | 1700-1¼ 398 (400-1¼) |
| CIRCLING | 1760-1 457 (500-1) | 1780-1 477 (500-1) | 1780-1½ 477 (500-1½) | 2000-2¼ 697 (700-2¼) |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg 4003 |
|---|---|---|
| CH 42715 | 179° | TDZE 843 |
| W18A | | Apt Elev 843 |

# RNAV (GPS) RWY 18

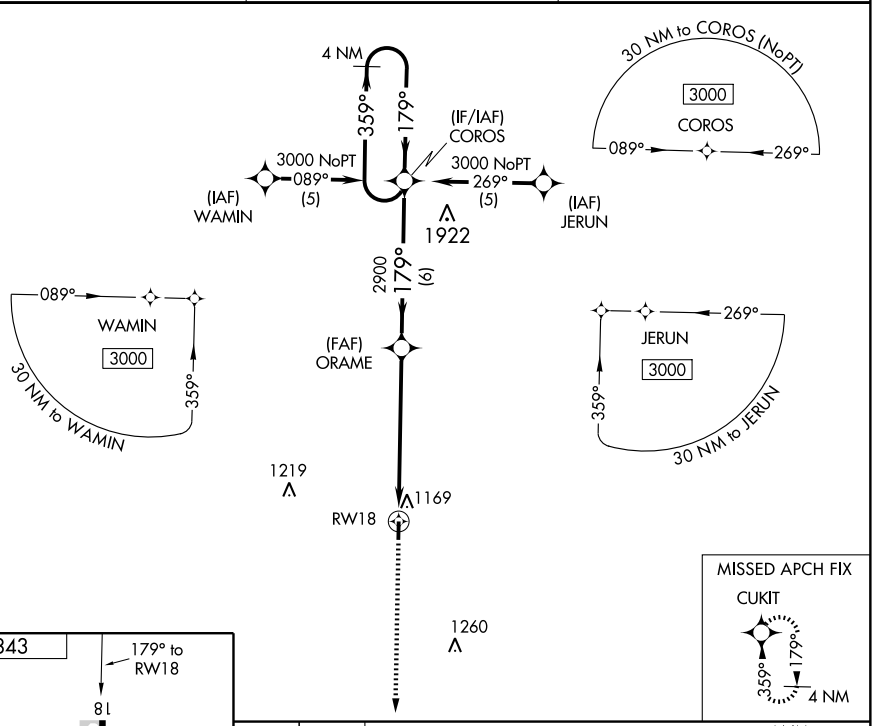
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received, use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet and increase LNAV and circling Cat B/C visibility ¼ mile.

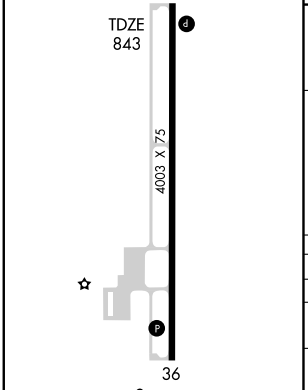
NA

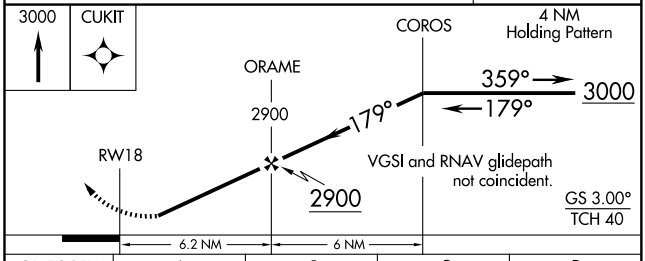
MISSED APPROACH: Climb to 3000 direct CUKIT and hold.

| CHILLICOTHE AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.9 L |




MISSED APCH FIX
CUKIT
179°
359°
4 NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1188-1¼ 345 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1529-2½ 686 (700-2½) | | | NA |
| LNAV MDA | 1560-1 717 (800-1) | | 1560-2 717 (800-2) | NA |
| CIRCLING | 1560-1 717 (800-1) | | 1560-2 717 (800-2) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4003 |
|---|---|---|---|
| CH 93715 | 359° | TDZE | 835 |
| W36A | | Apt Elev | 843 |

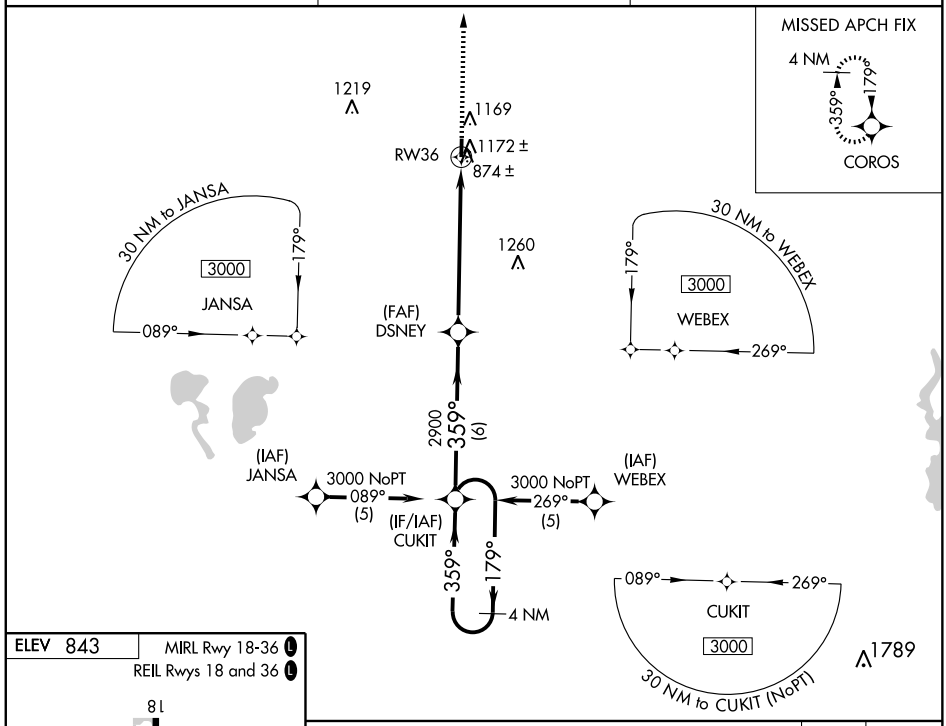
# RNAV (GPS) RWY 36

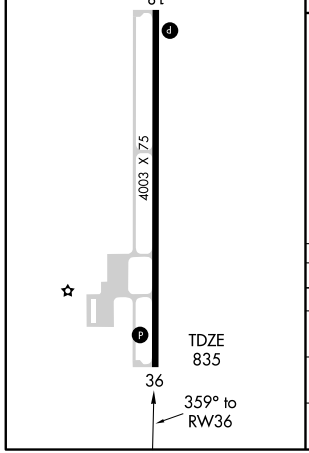
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

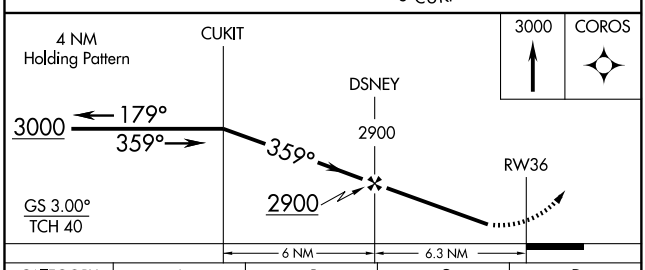
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COROS and hold.

| CHILLICOTHE AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1238-1½ 403 (400-1½) | | | NA |
| LNAV/VNAV DA | 1315-1¾ 480 (500-1¾) | | | NA |
| LNAV MDA | 1500-1 665 (700-1) | | 1500-1¾ 665 (700-1¾) | NA |
| CIRCLING | 1540-1 697 (700-1) | | 1540-2 697 (700-2) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 178° | TDZE | 888 |
| | Apt Elev | 892 |

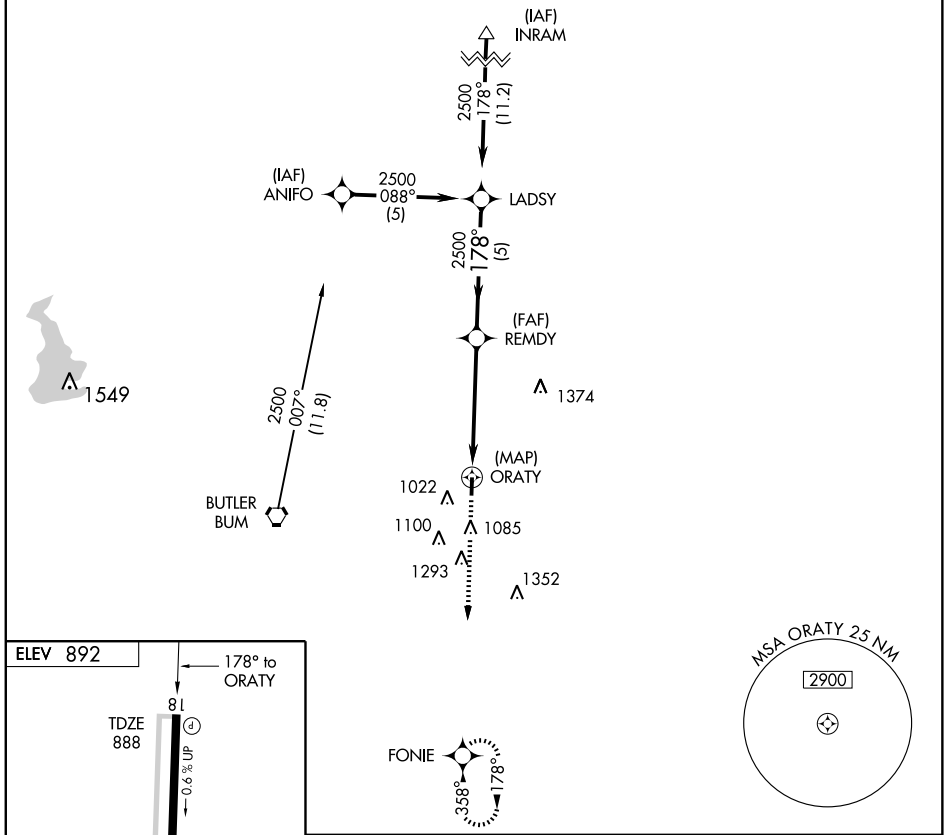
# GPS RWY 18
## BUTLER MEMORIAL (BUM)

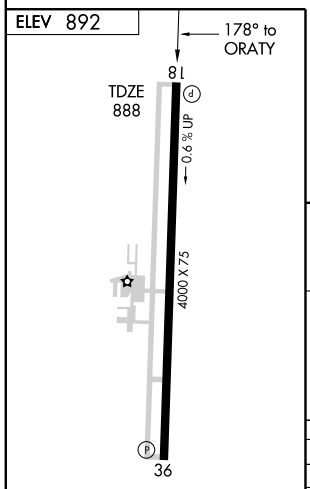
NA

Use Charles B.Wheeler Downtown altimeter setting.

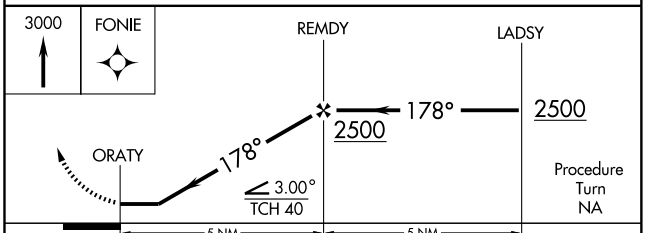
MISSED APPROACH: Climb to 3000 direct FONIE WP and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 125.55 327.0 | 122.9 |




MIRL Rwy 18-36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1400-1 | 512 (600-1) | NA | |
| CIRCLING | 1460-1<br>568 (600-1) | 1580-1<br>688 (700-1) | NA | |

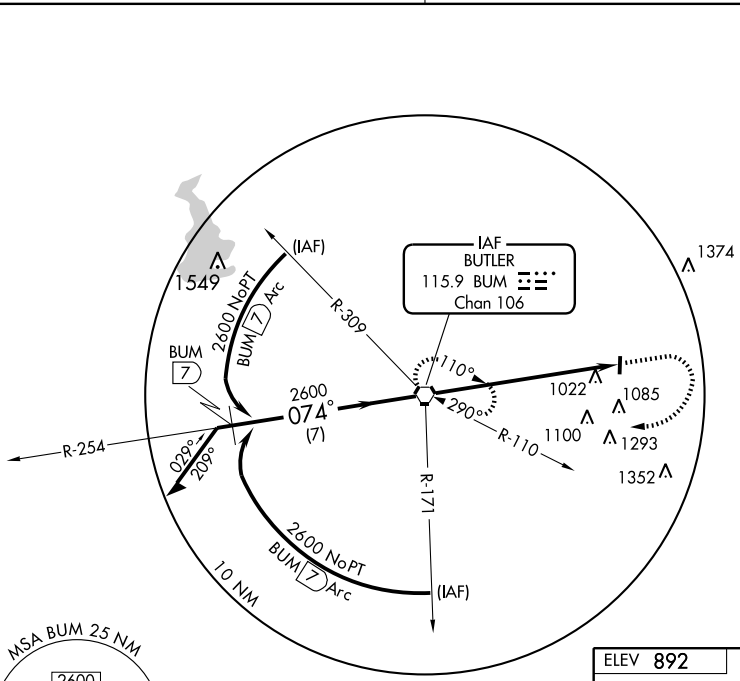
NC-3. 08 APR 2010 to 06 MAY 2010

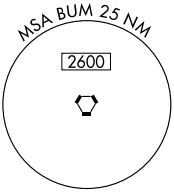
| VORTAC BUM 115.9 Chan 106 | APP CRS 074° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 892 |
|---|---|---|

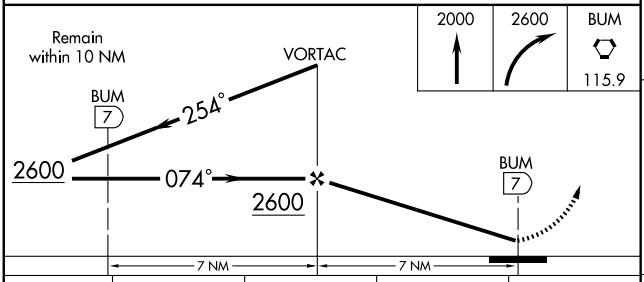
# VOR-A

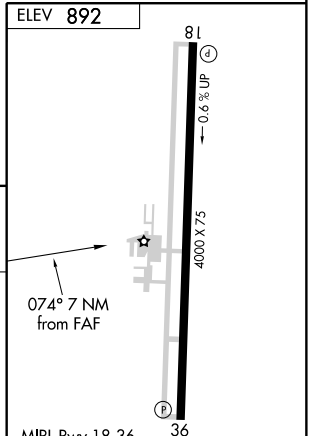
## BUTLER MEMORIAL (BUM)

| | |
|---|---|
| ⚠ NA<br>Use Charles B. Wheeler Downtown altimeter setting. | MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold. |
| KANSAS CITY CENTER<br>**125.55 327.0** | CTAF<br>**122.9** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1460-1<br>568 (600-1) | 1580-1<br>688 (700-1) | NA | |

FAF to MAP 7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |

NC-3. 08 APR 2010 to 06 MAY 2010

CABOOL, MISSOURI

AL-6584 (FAA)

| APP CRS | Rwy Idg | 3002 |
|---|---|---|
| 210° | TDZE | 1220 |
| | Apt Elev | 1220 |

# RNAV (GPS) RWY 21

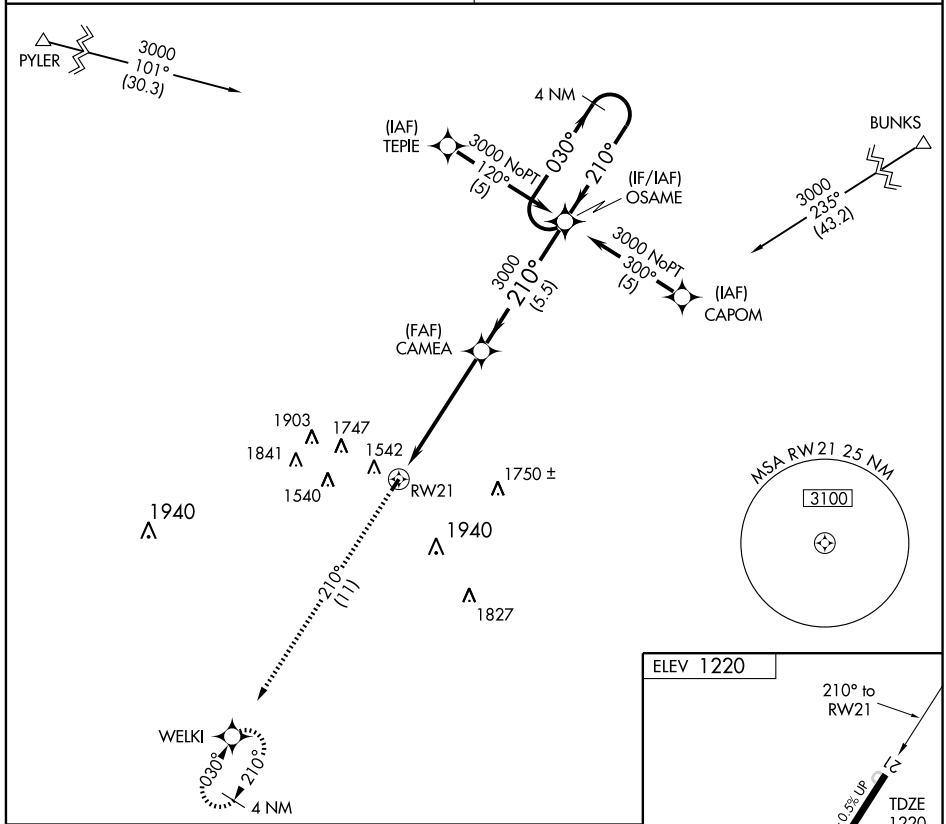
CABOOL MEMORIAL (TVB)

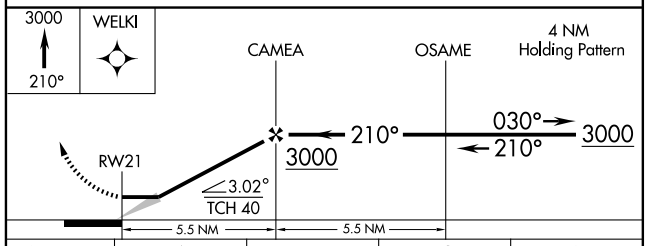
T
A NA — Use West Plains Muni altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

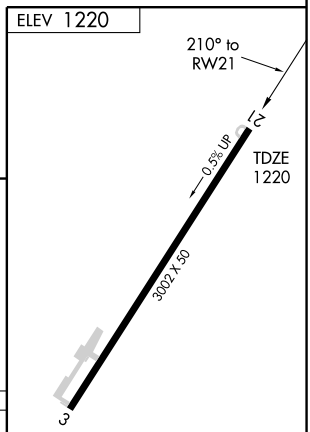
KANSAS CITY CENTER
**128.35 284.67**

CTAF
**122.9** L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1780-1 560 (600-1) | | 1780-1½ 560 (600-1½) | NA |
| CIRCLING | 1920-1 700 (700-1) | 1940-1 720 (800-1) | 1960-2 740 (800-2) | NA |




MIRL Rwy 3-21 L

NC-3. 08 APR 2010 to 06 MAY 2010

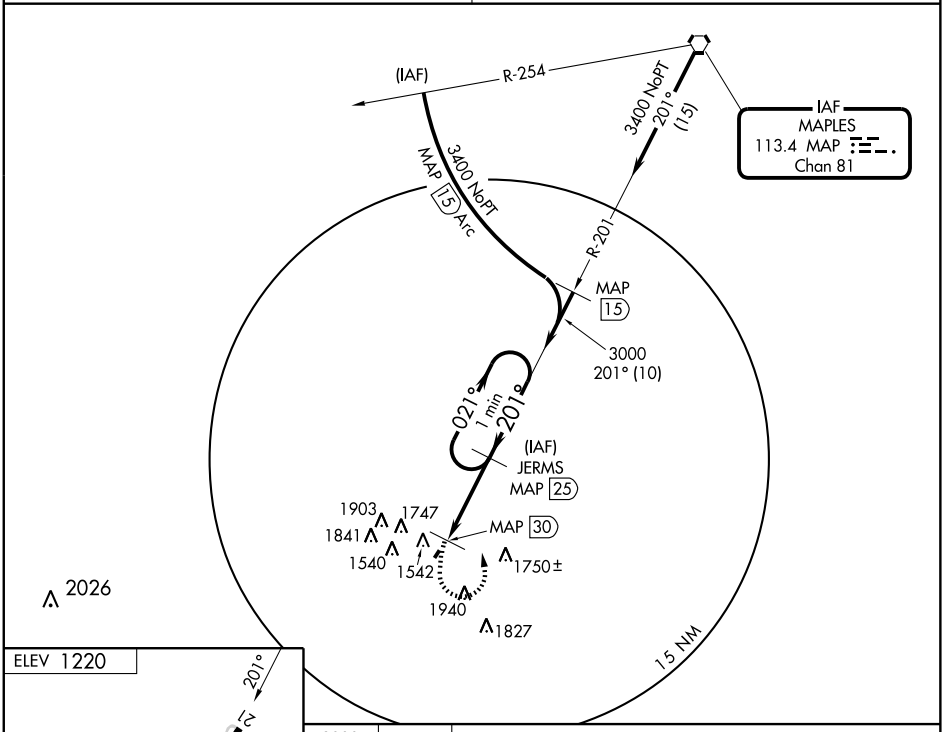
| VORTAC MAP | APP CRS | Rwy Idg | 3002 |
|---|---|---|---|
| 113.4 | 201° | TDZE | 1217 |
| Chan 81 | | Apt Elev | 1220 |

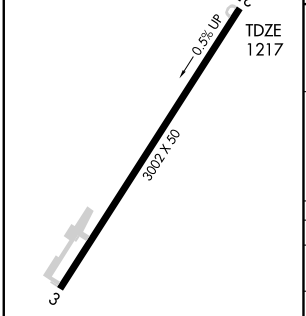
# VOR/DME RWY 21
## CABOOL MEMORIAL (TVB)

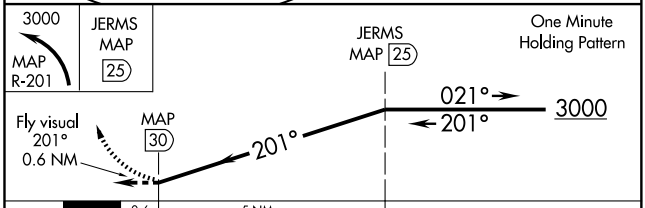
Use Ft. Leonard Wood, Forney AAF altimeter setting; if not received use Springfield altimeter setting. Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 via MAP R-201 to JERMS 25 DME and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 2160-1¼ 943 (1000-1¼) | | 2160-2¾ 943 (1000-2¾) | NA |
| CIRCLING | 2160-1¼ 943 (1000-1¼) | | 2160-2¾ 943 (1000-2¾) | NA |
| SPRINGFIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-21 | 2300-1¼ 1083 (1100-1¼) | 2300-1½ 1083 (1100-1½) | 2300-3 1083 (1100-3) | NA |
| CIRCLING | 2300-1¼ 1083 (1100-1¼) | 2300-1½ 1083 (1100-1½) | 2300-3 1083 (1100-3) | NA |

MIRL Rwy 3-21 L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 332° | TDZE | 1062 |
| | Apt Elev | 1062 |

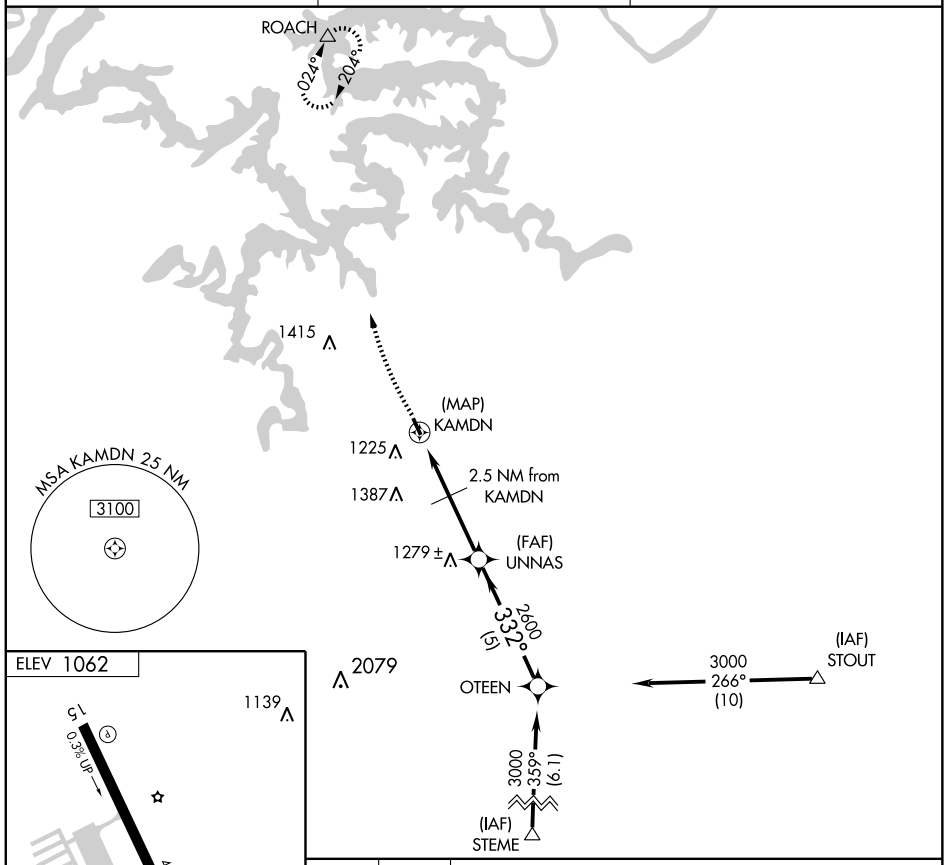
# GPS RWY 33
## CAMDENTON MEMORIAL (H21)

T
A NA

Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 4000 direct ROACH WP and hold.

| KAISER/LEE C. FINE MEMORIAL AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1440-1 | 378 (400-1) | NA | |
| CIRCLING | 1580-1 | 518 (600-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME SHY 108.4 Chan 21 | APP CRS 222° | Rwy Idg N/A TDZE N/A Apt Elev 1062 |
|---|---|---|

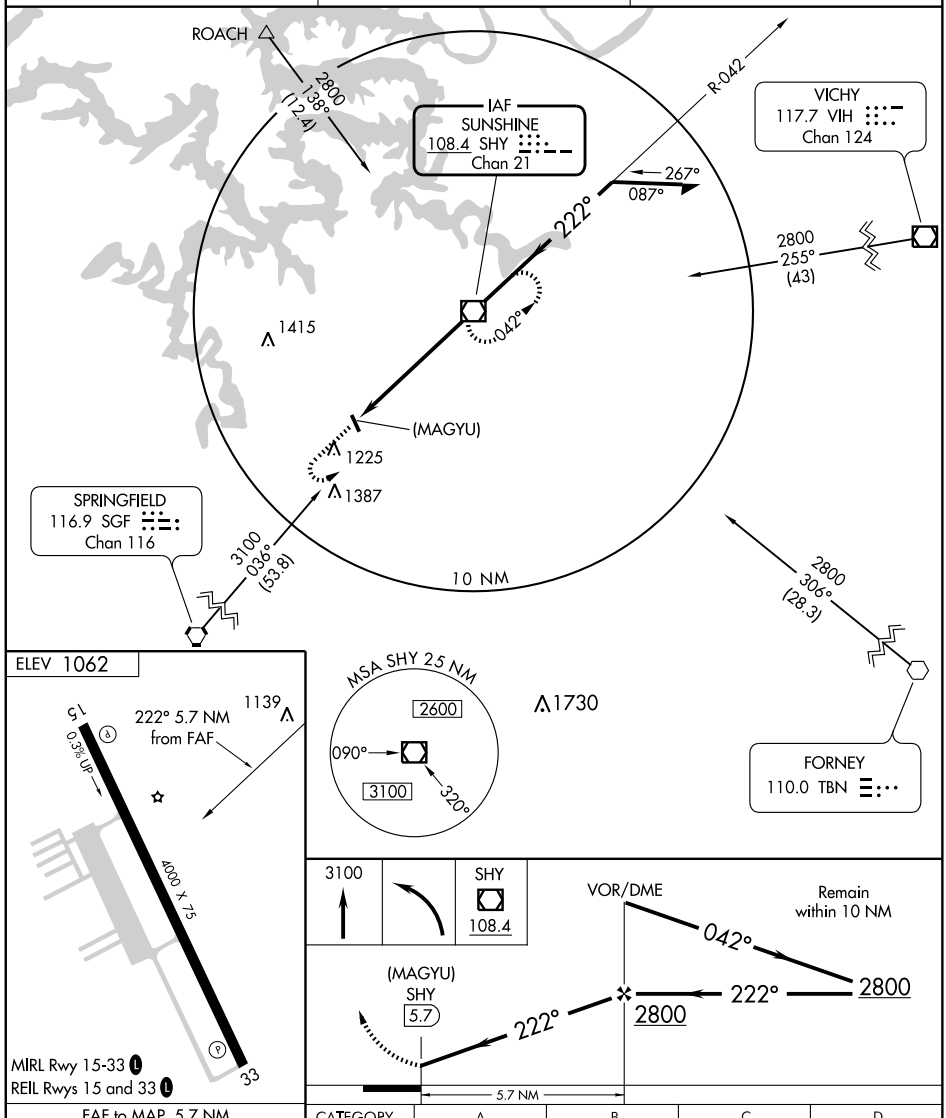
# VOR or GPS-A
## CAMDENTON MEMORIAL (H21)

NA

Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

| KAISER/LEE C. FINE MEMORIAL AWOS-3 135.325 | MIZZU APP CON 124.1 353.7 | UNICOM 122.8 (CTAF) L |
|---|---|---|




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1 518 (600-1) | | 1580-1½ 518 (600-1½) | 1620-2 558 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

10098

# NDB RWY 35

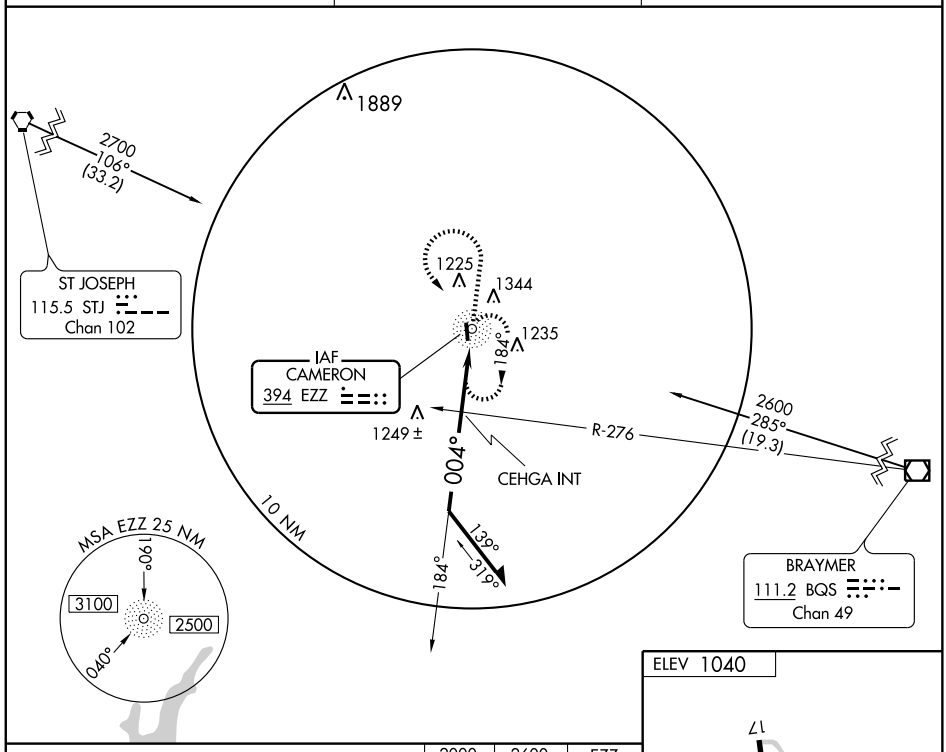
## CAMERON MEMORIAL (EZZ)

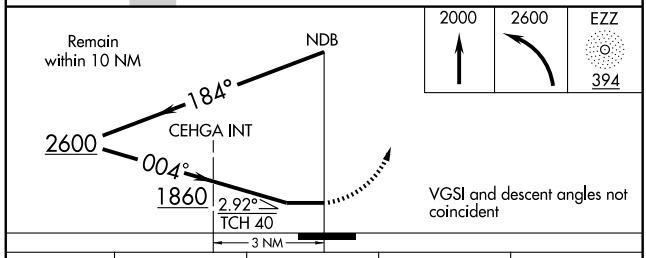
| NDB EZZ 394 | APP CRS 004° | Rwy ldg 4000<br>TDZE 1035<br>Apt Elev 1040 |
|---|---|---|

NA Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

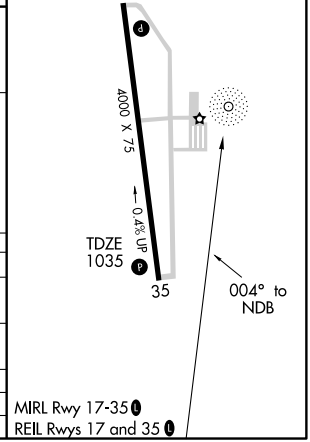
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct EZZ NDB and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 307.35 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1860-1<br>825 (900-1) | 1860-1¼<br>825 (900-1¼) | NA | |
| CIRCLING | 1860-1<br>820 (900-1) | 1860-1¼<br>820 (900-1¼) | NA | |
| CEHGA FIX MINIMUMS | | | | |
| S-35 | 1640-1 | 605 (600-1) | NA | |
| CIRCLING | 1740-1 | 700 (700-1) | NA | |




NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg 4000 |
|---|---|---|
| CH 82017 | 172° | TDZE 1040 |
| W17A | | Apt Elev 1040 |

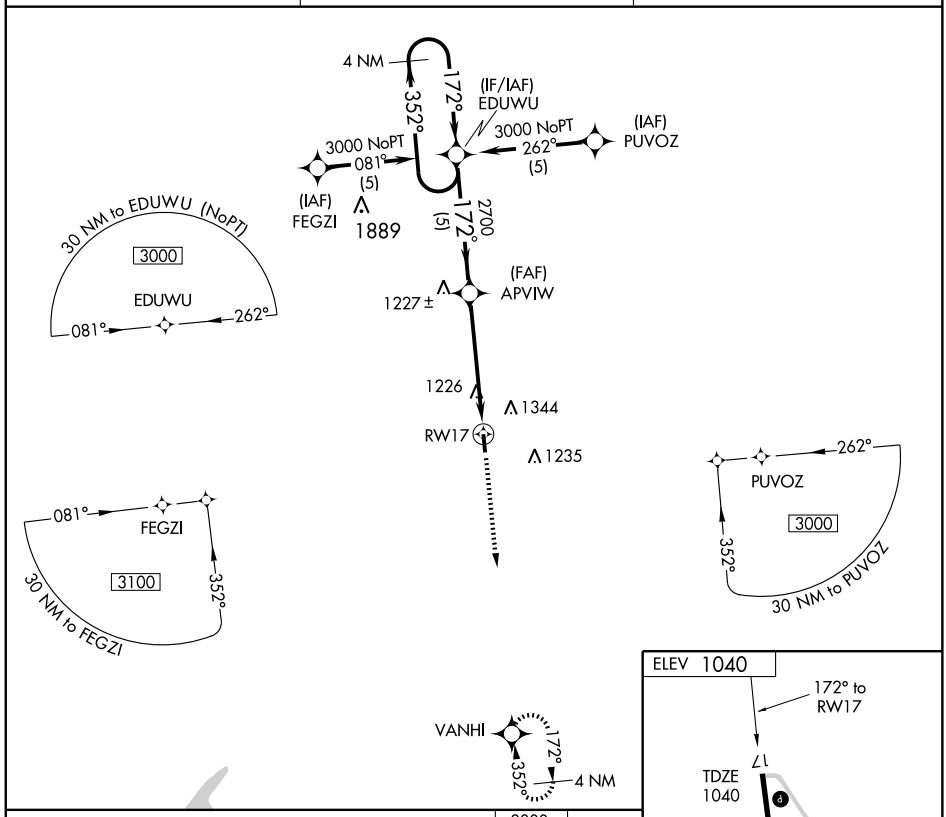
# RNAV (GPS) RWY 17
## CAMERON MEMORIAL (EZZ)

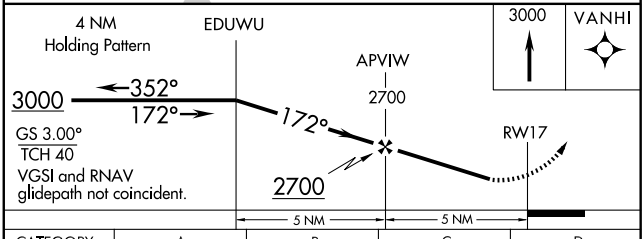
T
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

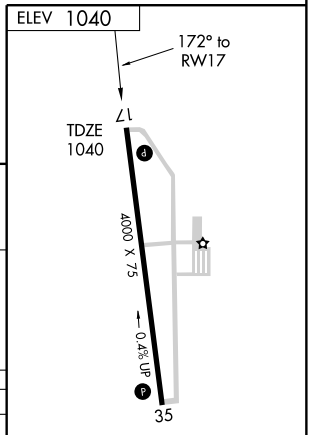
MISSED APPROACH: Climb to 3000 direct VANHI and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 307.35 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1368-1¼ | 328 (400-1¼) | NA | |
| LNAV/VNAV DA | 1621-2 | 581 (600-2) | NA | |
| LNAV MDA | 1560-1 | 520 (600-1) | NA | |
| CIRCLING | 1740-1 | 700 (700-1) | NA | |




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 77717 W35A | APP CRS 352° | Rwy Idg 4000 TDZE 1035 Apt Elev 1040 |
|---|---|---|

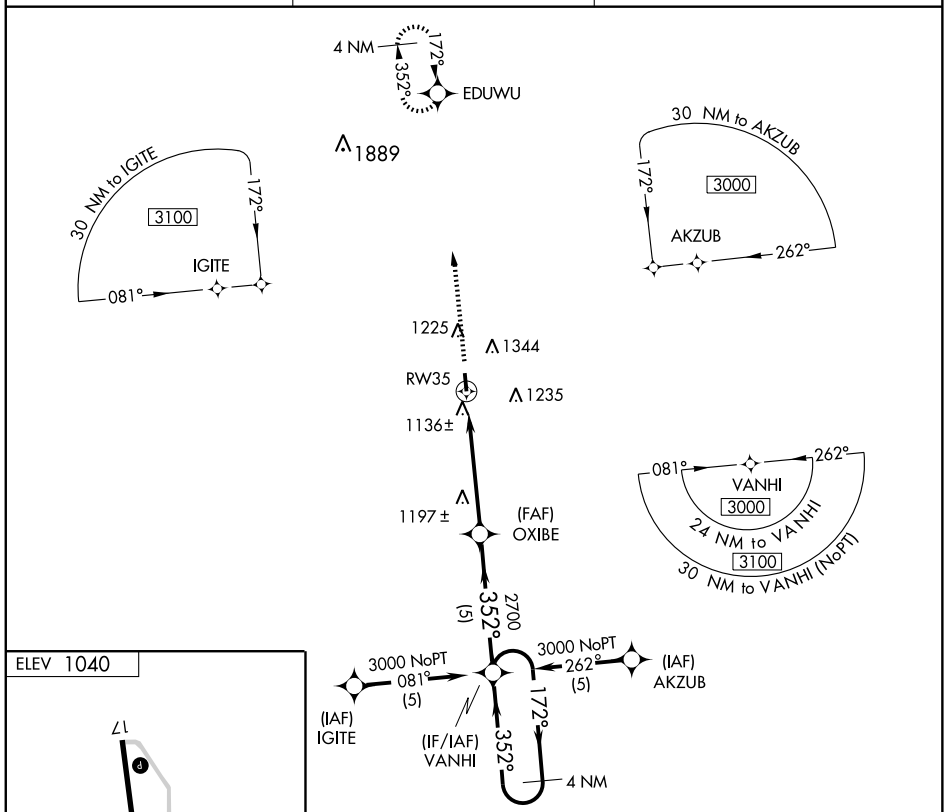
# RNAV (GPS) RWY 35

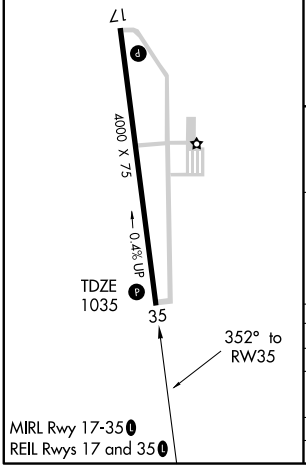
## CAMERON MEMORIAL (EZZ)

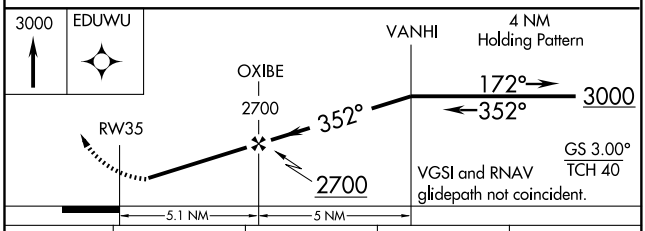
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDUWU and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 307.35 | 121.6 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1363-1¼ | 328 (400-1¼) | NA | |
| LNAV/VNAV DA | 1515-1¾ | 480 (500-1¾) | NA | |
| LNAV MDA | 1520-1 | 485 (500-1) | NA | |
| CIRCLING | 1740-1 | 700 (700-1) | NA | |

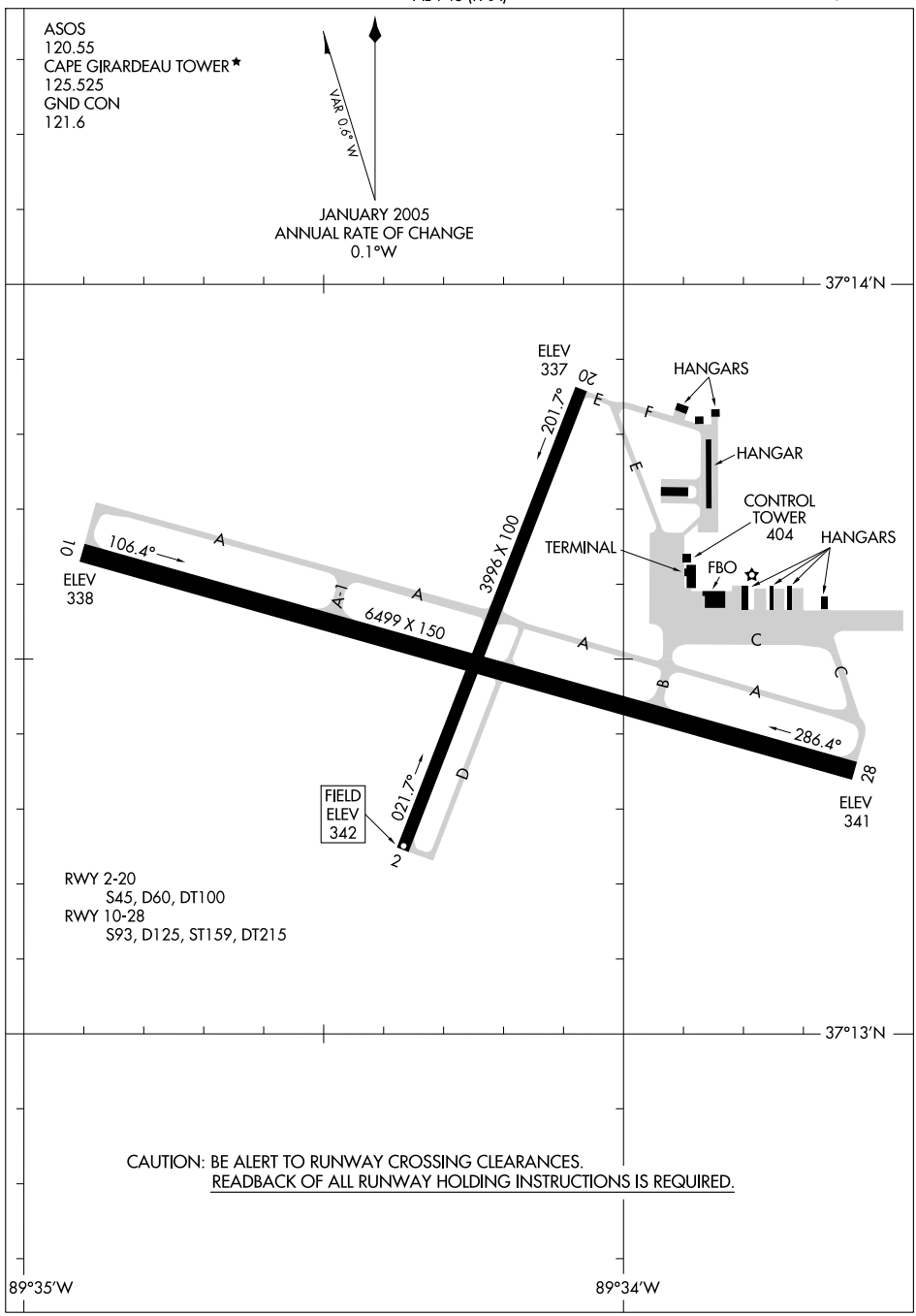
NC-3. 08 APR 2010 to 06 MAY 2010

09295

# AIRPORT DIAGRAM

AL-943 (FAA)

CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

| LOC I-CGI | APP CRS | Rwy Idg | 6499 |
|---|---|---|---|
| 109.5 | 105° | TDZE | 338 |
| Chan 32 | | Apt Elev | 342 |

# ILS or LOC RWY 10

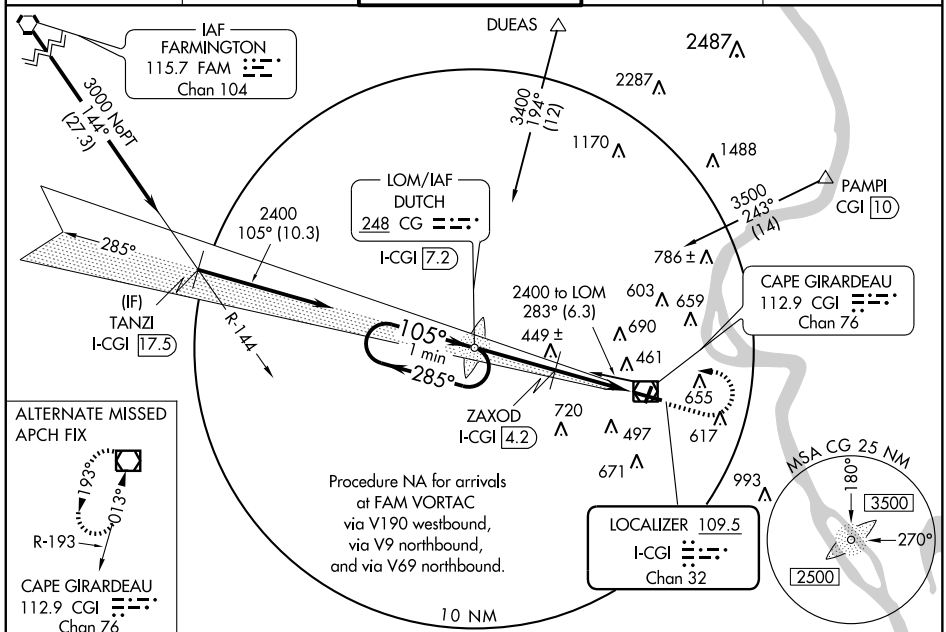
## CAPE GIRARDEAU RGNL (CGI)

When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet, increase all MDA 60 feet, increase ZAXOD fix minimums Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF Required.

MALSR

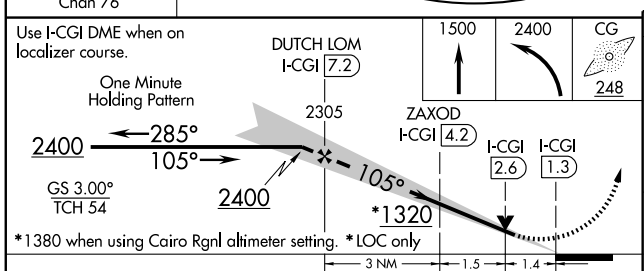
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

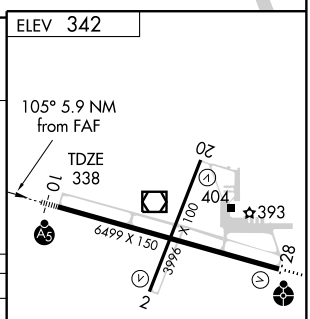
| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) L | 121.6 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 538-½ 200 (200-½) | | | |
| S-LOC 10 | 1320-¾ 982 (1000-¾) | 1320-1 982 (1000-1) | 1320-2½ 982 (1000-2½) | |
| CIRCLING | 1320-1¼ 978 (1000-1¼) | 1320-1½ 978 (1000-1½) | 1320-3 978 (1000-3) | |
| ZAXOD FIX MINIMUMS | | | | |
| S-LOC 10 | 860-½ 522 (600-½) | | 860-1 522 (600-1) | 860-1¼ 522 (600-1¼) |
| CIRCLING | 860-1 518 (600-1) | 960-1 618 (700-1) | 960-1¾ 618 (700-1¾) | 1000-2 658 (700-2) |

MIRL Rwy 2-20
HIRL Rwy 10-28

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC I-CGI | APP CRS | Rwy Idg | 6499 |
|---|---|---|---|
| 109.5 | 285° | TDZE | 341 |
| Chan 32 | | Apt Elev | 342 |

# LOC/DME BC RWY 28

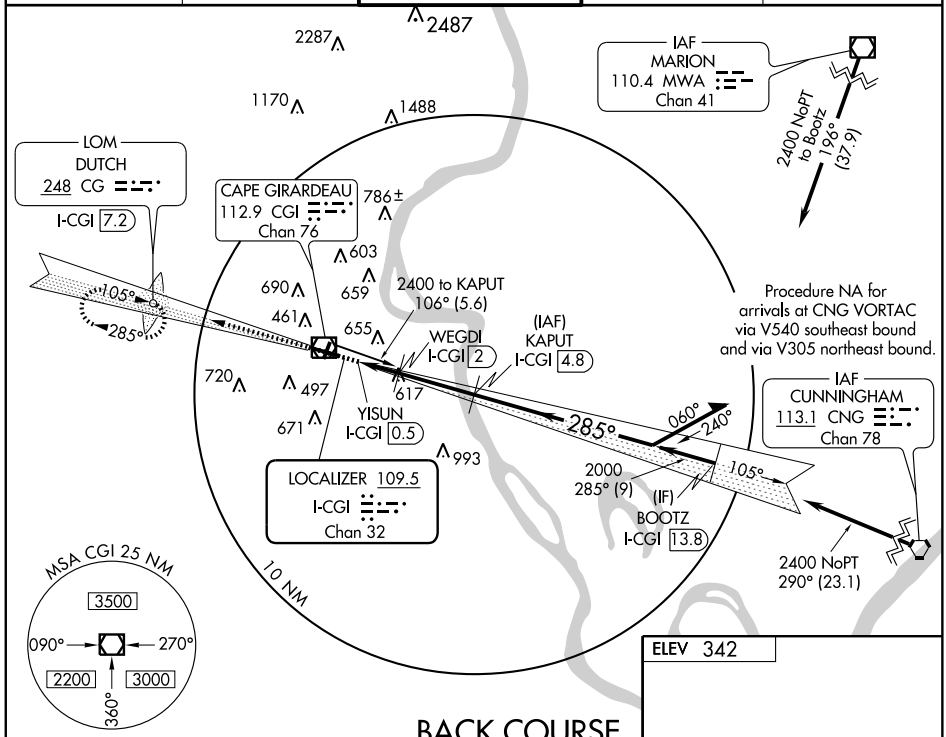
## CAPE GIRARDEAU RGNL (CGI)

Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) L | 121.6 | 122.95 |

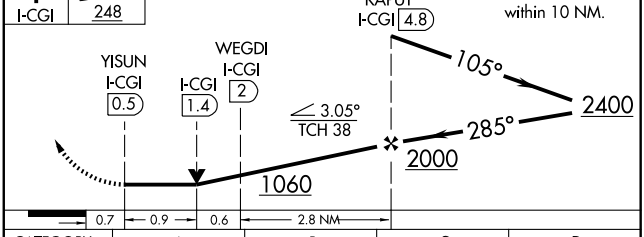


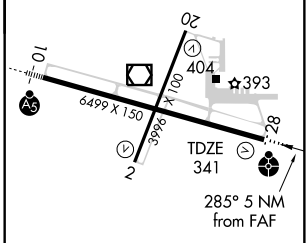

## BACK COURSE

2400 I-CGI

CG 248

Use I-CGI DME when on localizer course.
Disregard glide slope indications.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 880-¾ 539 (600-¾) | | 880-1½ 539 (600-1½) | 880-1¾ 539 (600-1¾) |
| CIRCLING | 880-1 538 (600-1) | 960-1 618 (700-1) | 960-1¾ 618 (700-1¾) | 1000-2 658 (700-2) |

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 6499 |
|---|---|---|---|
| CH 61399 | 105° | TDZE | 338 |
| W10A | | Apt Elev | 342 |

# RNAV (GPS) RWY 10

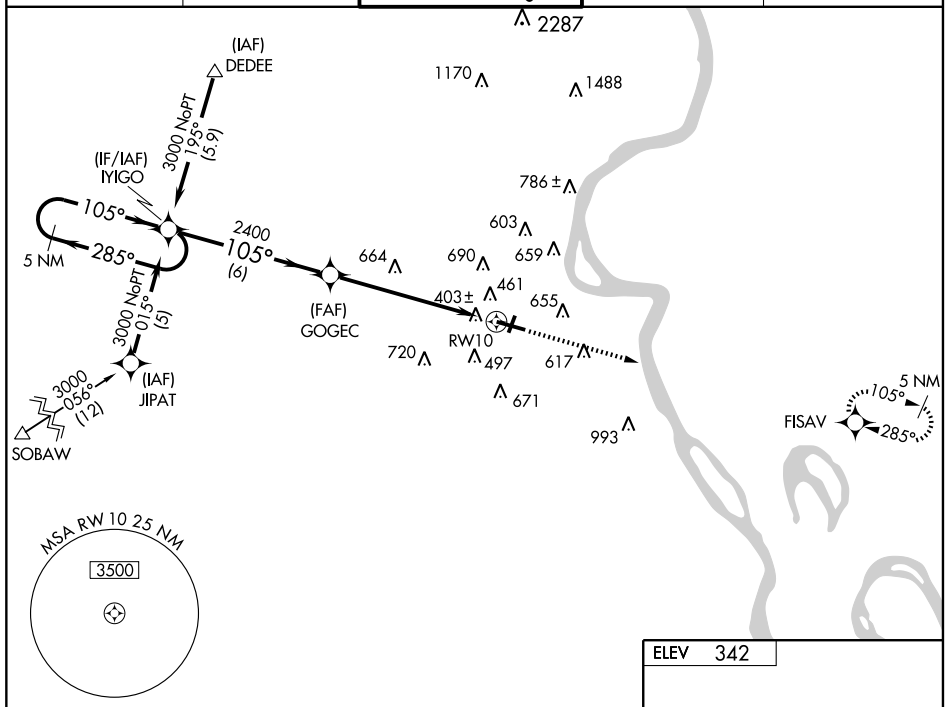
## CAPE GIRARDEAU RGNL (CGI)

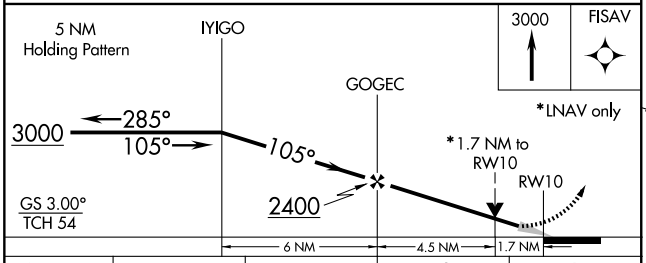
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to ¾.

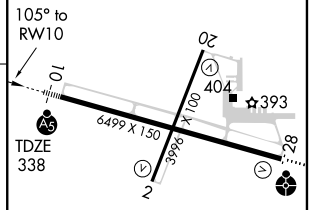
MALSR

MISSED APPROACH: Climb to 3000 direct FISAV and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 588-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 723-¾ 385 (400-¾) | | | |
| LNAV MDA | 940-½ 602 (600-½) | | 940-1¼ 602 (600-1¼) | 940-1½ 602 (600-1½) |
| CIRCLING | 940-1¼ 598 (600-1¼) | 960-1¼ 618 (700-1¼) | 960-1¾ 618 (700-1¾) | 1000-2 658 (700-2) |

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 6499 |
|---|---|---|---|
| CH 90199 | 285° | TDZE | 341 |
| W28A | | Apt Elev | 342 |

# RNAV (GPS) RWY 28

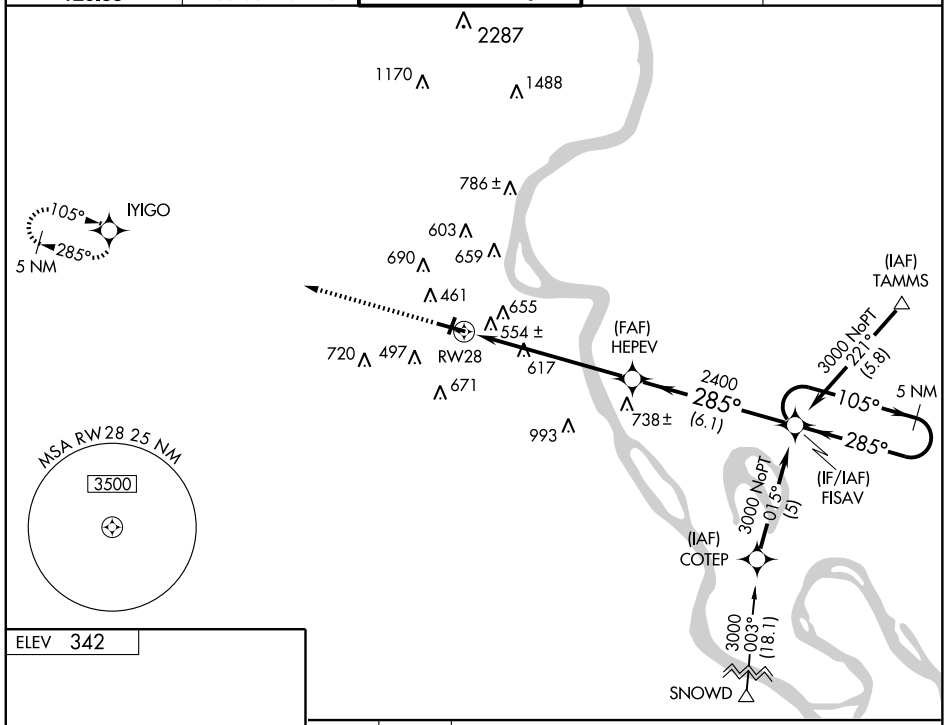
## CAPE GIRARDEAU RGNL (CGI)

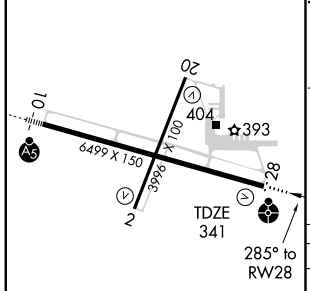
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

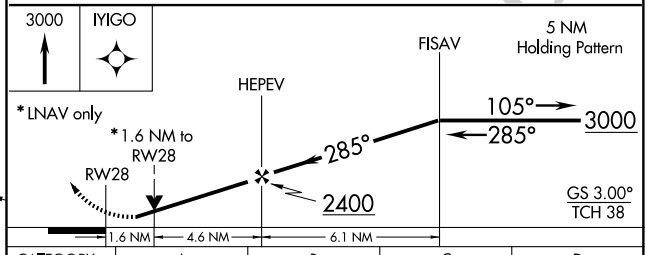
ODALS

MISSED APPROACH: Climb to 3000 direct IYIGO and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 718-1¼ 377 (400-1¼) | | | |
| LNAV/VNAV DA | 948-2¼ 607 (700-2¼) | | | |
| LNAV MDA | 880- ¾ 539 (600-¾) | | 880-1½ 539 (600-1½) | 880-1¾ 539 (600-1¾) |
| CIRCLING | 960-2 ¼ 618 (700-2¼) | | | 1000-2¼ 658 (700-2¼) |

NC-3. 08 APR 2010 to 06 MAY 2010

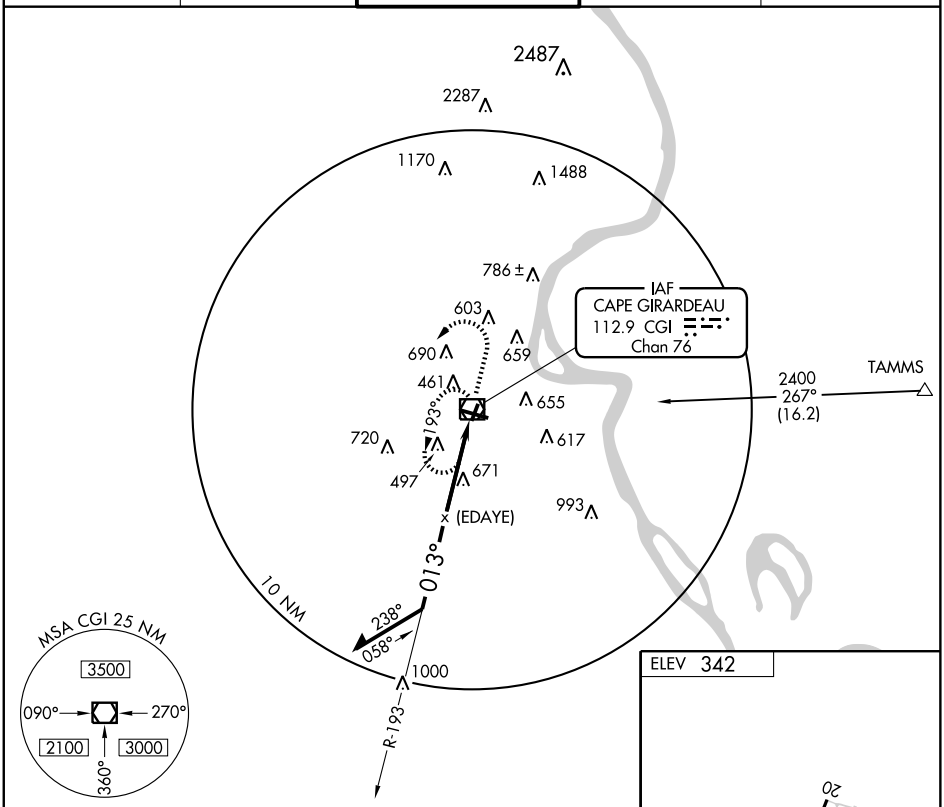
| VOR/DME CGI | APP CRS | Rwy Idg 3996 |
|---|---|---|
| 112.9 | 013° | TDZE 342 |
| Chan 76 | | Apt Elev 342 |

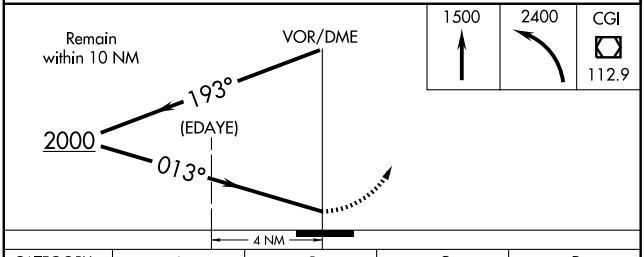
# VOR or GPS RWY 2

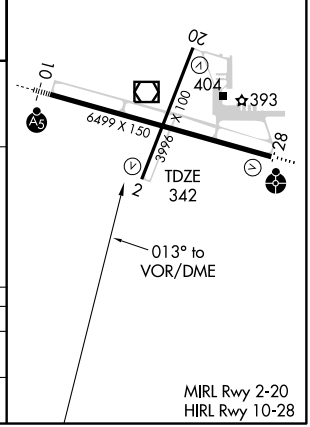
## CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGI VOR/DME and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1000-1 | 658 (700-1) | 1000-1¾ 658 (700-1¾) | 1000-2 658 (700-2) |
| CIRCLING | 1000-1 | 658 (700-1) | 1000-1¾ 658 (700-1¾) | 1000-2 658 (700-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

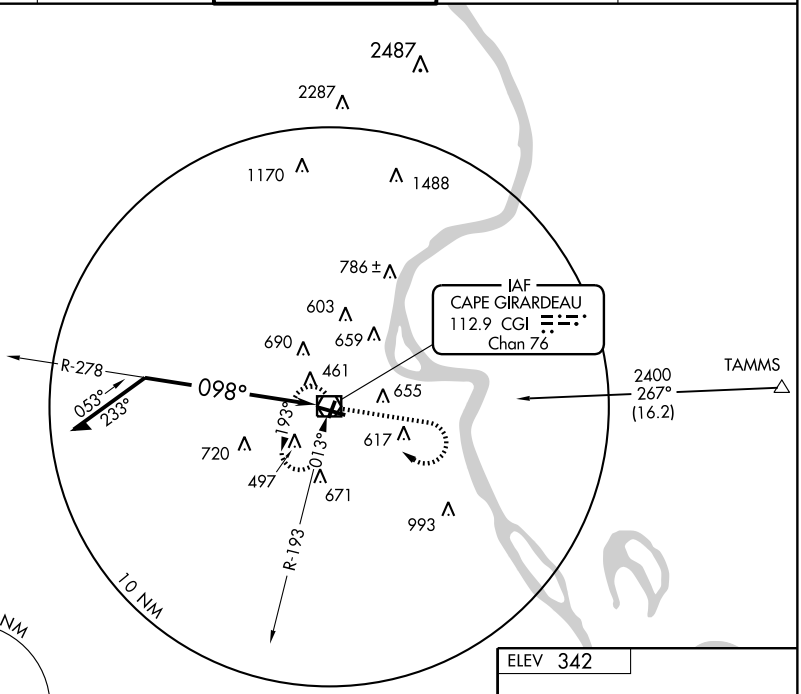
| VOR/DME CGI | APP CRS | Rwy Idg 6499 |
|---|---|---|
| 112.9 | 098° | TDZE 338 |
| Chan 76 | | Apt Elev 342 |

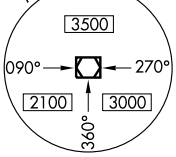
# VOR RWY 10
## CAPE GIRARDEAU RGNL (CGI)

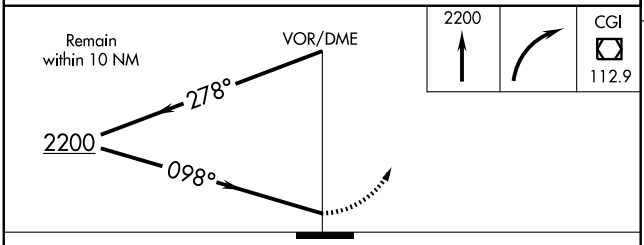
MALSR

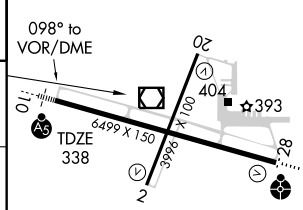
MISSED APPROACH: Climb to 2200 then right turn direct CGI VOR/DME and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 980-½ 642 (700-½) | | 980-1¼ 642 (700-1¼) | 980-1½ 642 (700-1½) |
| CIRCLING | 980-1 638 (700-1) | | 980-1¾ 638 (700-1¾) | 1000-2 658 (700-2) |

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3. 08 APR 2010 to 06 MAY 2010

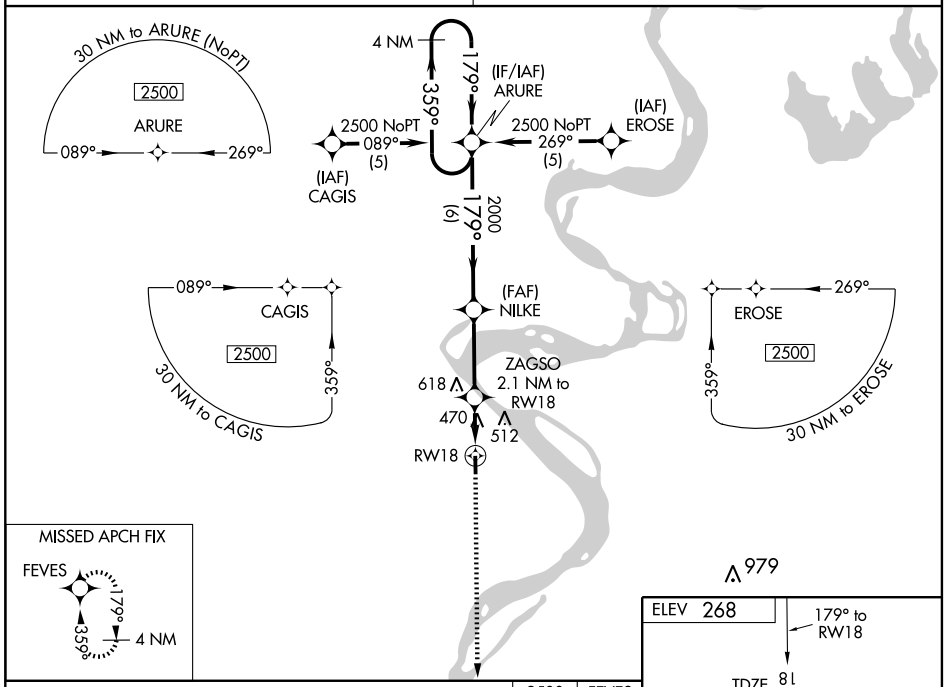
| WAAS CH 78109 W18A | APP CRS 179° | Rwy Idg 4005<br>TDZE 268<br>Apt Elev 268 |
|---|---|---|

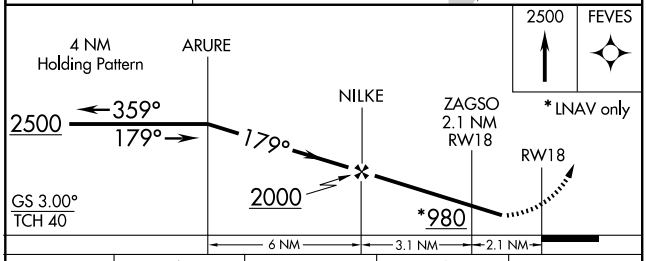
# RNAV (GPS) RWY 18
## CARUTHERSVILLE MEMORIAL (M05)

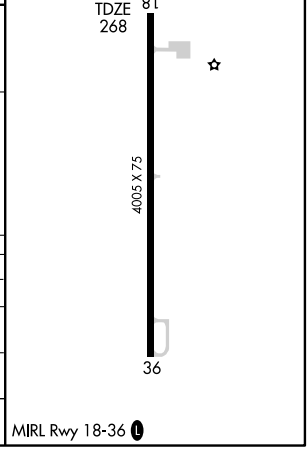
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
NA
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct FEVES and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 134.65 316.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 806-2 538 (600-2) | | | NA |
| LNAV/VNAV DA | 829-2 561 (600-2) | | | NA |
| LNAV MDA | 760-1 492 (500-1) | | 760-1¼ 492 (500-1¼) | NA |
| CIRCLING | 820-1 552 (600-1) | | 860-1½ 592 (600-1½) | NA |

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4005 |
|---|---|---|---|
| CH 77609 | 359° | TDZE | 266 |
| W36A | | Apt Elev | 268 |

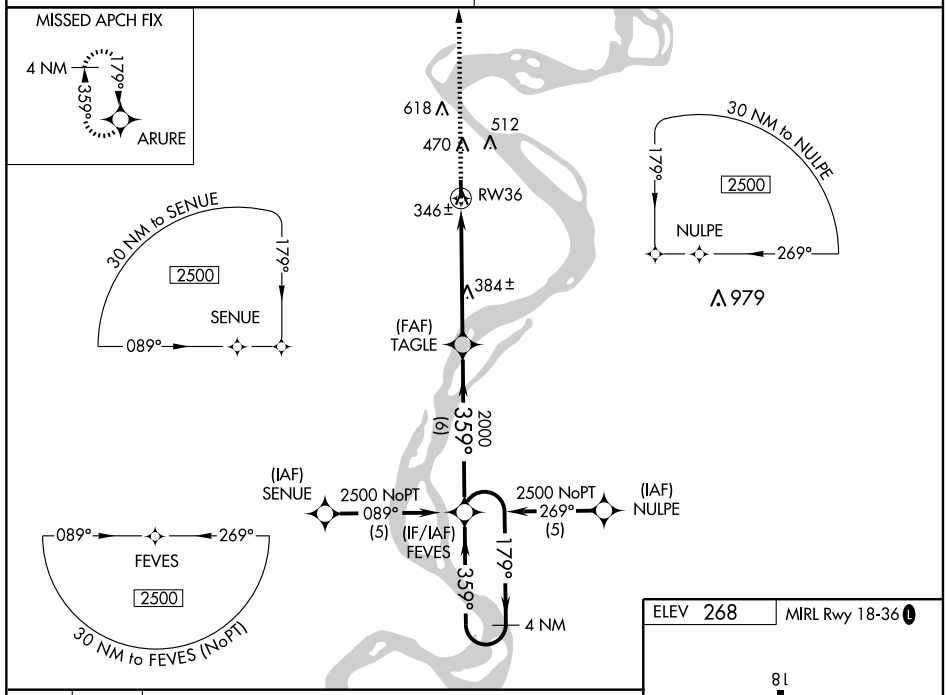
# RNAV (GPS) RWY 36
## CARUTHERSVILLE MEMORIAL (M05)

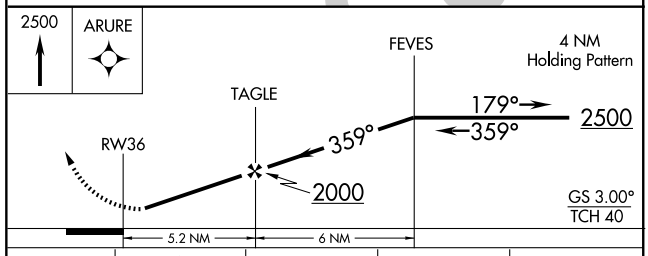
T
NA

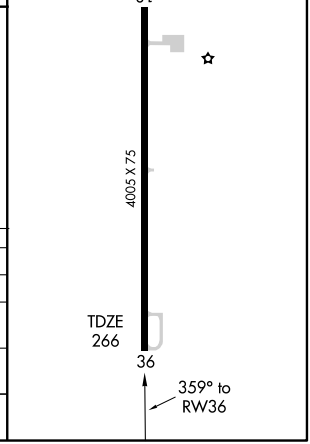
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct ARURE and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 134.65 316.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 631-1¼ 365 (400-1¼) | | | NA |
| LNAV/VNAV DA | 695-1½ 429 (500-1½) | | | NA |
| LNAV MDA | 680-1 414 (500-1) | | 680-1¼ 414 (500-1¼) | NA |
| CIRCLING | 820-1 552 (600-1) | | 860-1½ 592 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC MAW 111.2 Chan 49 | APP CRS 150° | Rwy Idg 4005 TDZE 268 Apt Elev 268 |
|---|---|---|

# VOR/DME RWY 18

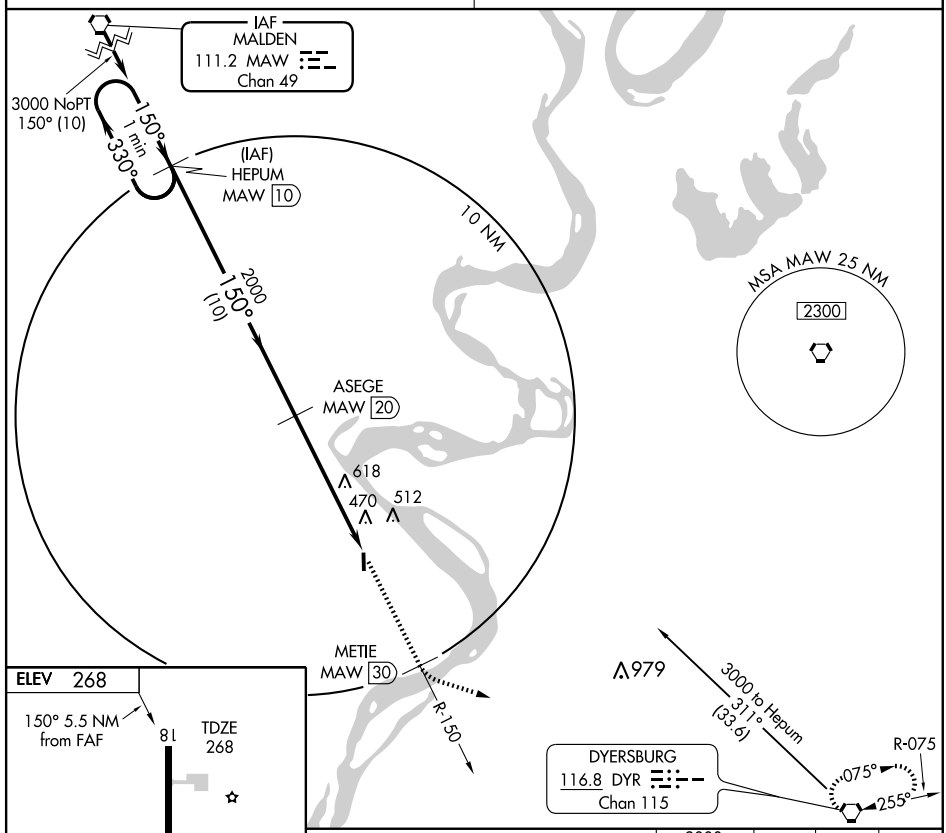
## CARUTHERSVILLE MEMORIAL (M05)

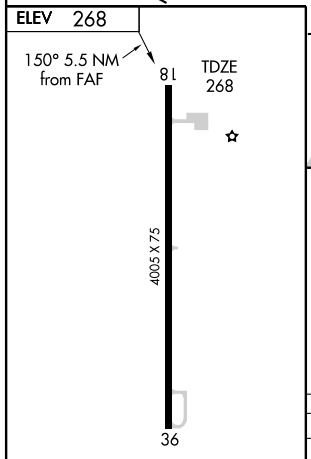
NA

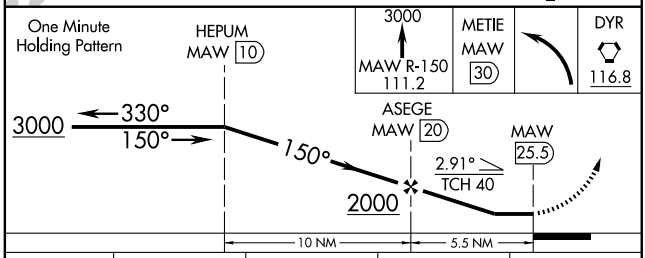
Use Dyersburg Muni altimeter setting.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 134.65 316.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 980-1<br>712 (800-1) | 980-1¼<br>712 (800-1¼) | 980-2<br>712 (800-2) | NA |
| CIRCLING | 980-1<br>712 (800-1) | 980-1¼<br>712 (800-1¼) | 980-2<br>712 (800-2) | NA |

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

CASSVILLE, MISSOURI

AL-6454 (FAA)

| VOR/DME EOS | APP CRS | Rwy Idg 3600 |
|---|---|---|
| 117.3 | 102° | TDZE 1482 |
| Chan 120 | | Apt Elev 1482 |

# VOR or GPS RWY 9

CASSVILLE MUNI (94K)

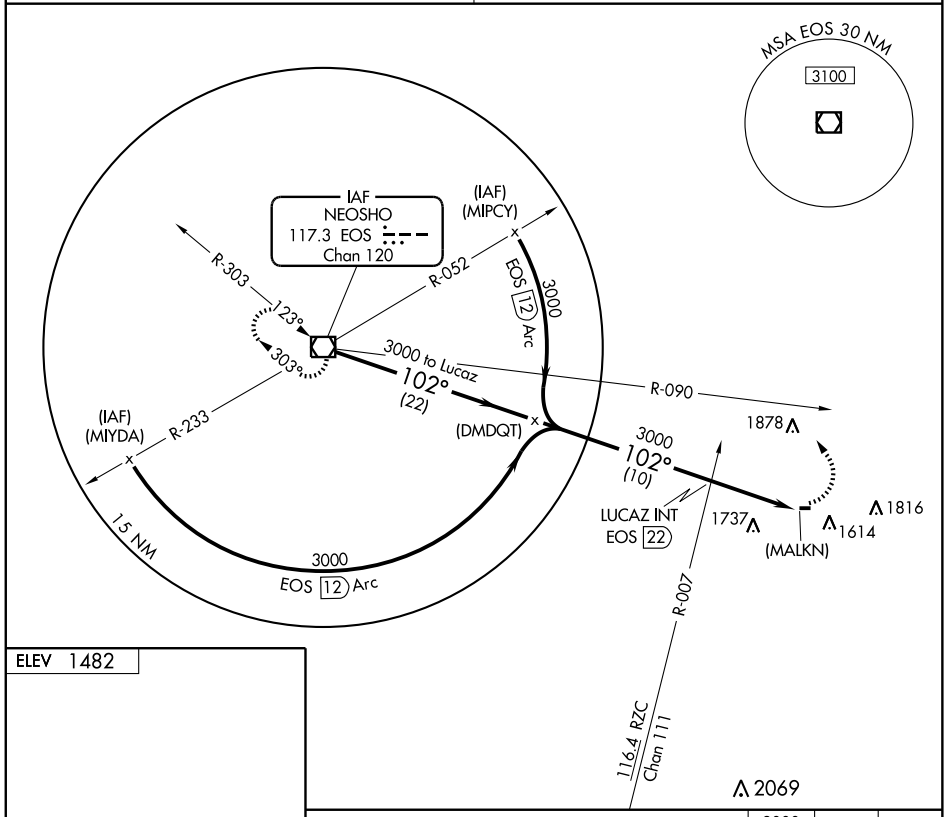
NA

Use Joplin, MO altimeter setting.

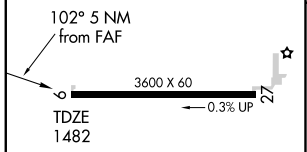
MISSED APPROACH: Climbing left turn to 3000 via heading 320° and EOS R-090 to EOS VOR/DME and hold.

SPRINGFIELD APP CON
**124.95 318.2**

CTAF
**122.9** L

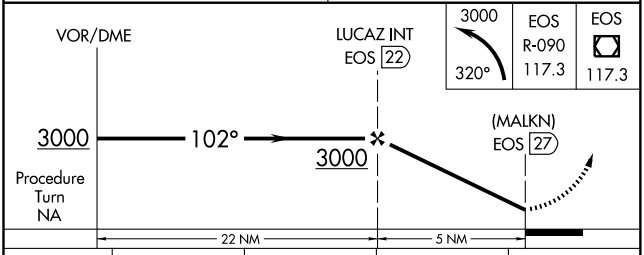



ELEV 1482




MIRL Rwy 9-27 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 2160-1<br>678 (700-1) | 2160-1¼<br>678 (700-1¼) | 2160-2<br>678 (700-2) | NA |
| CIRCLING | 2160-1<br>678 (700-1) | 2160-1¼<br>678 (700-1¼) | 2160-2<br>678 (700-2) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB CHQ 208 | APP CRS 009° | Rwy Idg 3196<br>TDZE 313<br>Apt Elev 313 |
|---|---|---|

# NDB or GPS RWY 36

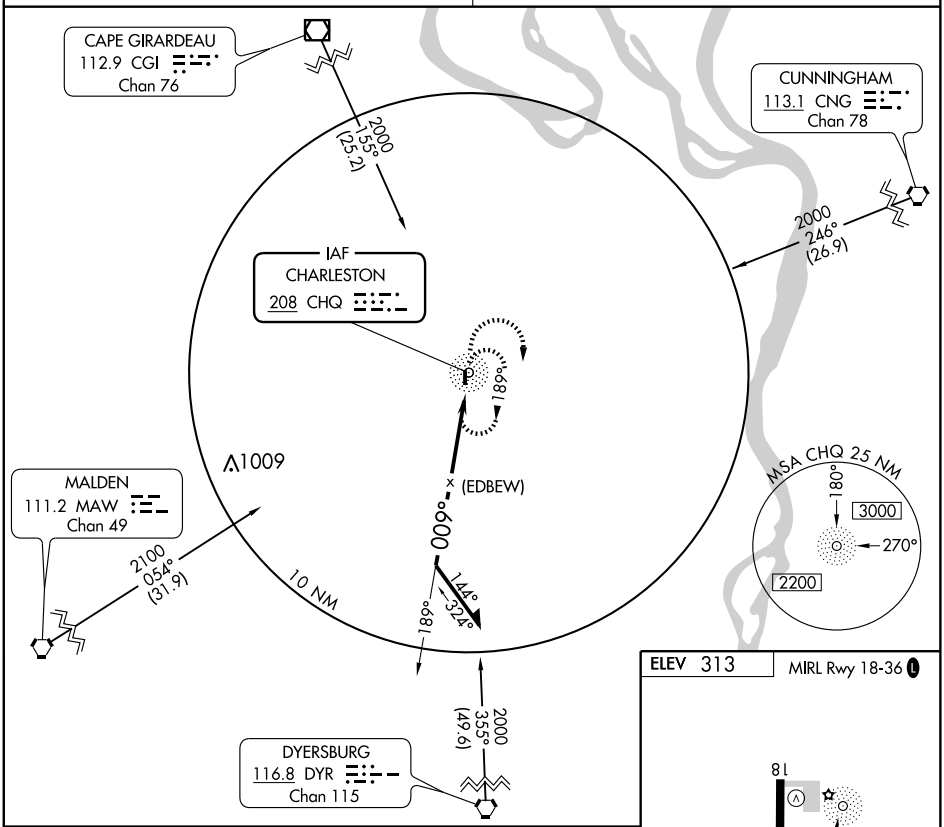
CHARLESTON/MISSISSIPPI COUNTY (CHQ)

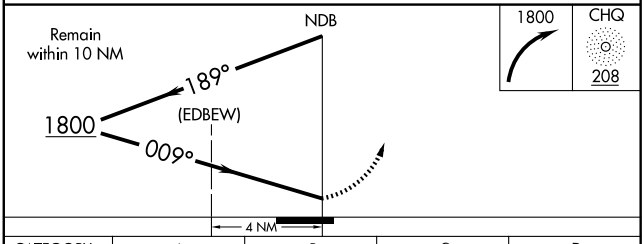
⚠ NA

Use Cape Girardeau altimeter setting.

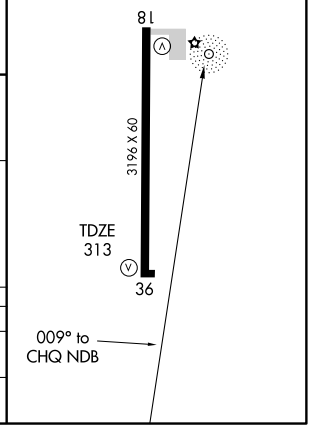
MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.

| MEMPHIS CENTER | CTAF |
|---|---|
| 133.65 292.15 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 940-1 | 627 (700-1) | 940-1¾<br>627 (700-1¾) | NA |
| CIRCLING | 940-1 | 627 (700-1) | 940-1¾<br>627 (700-1¾) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010

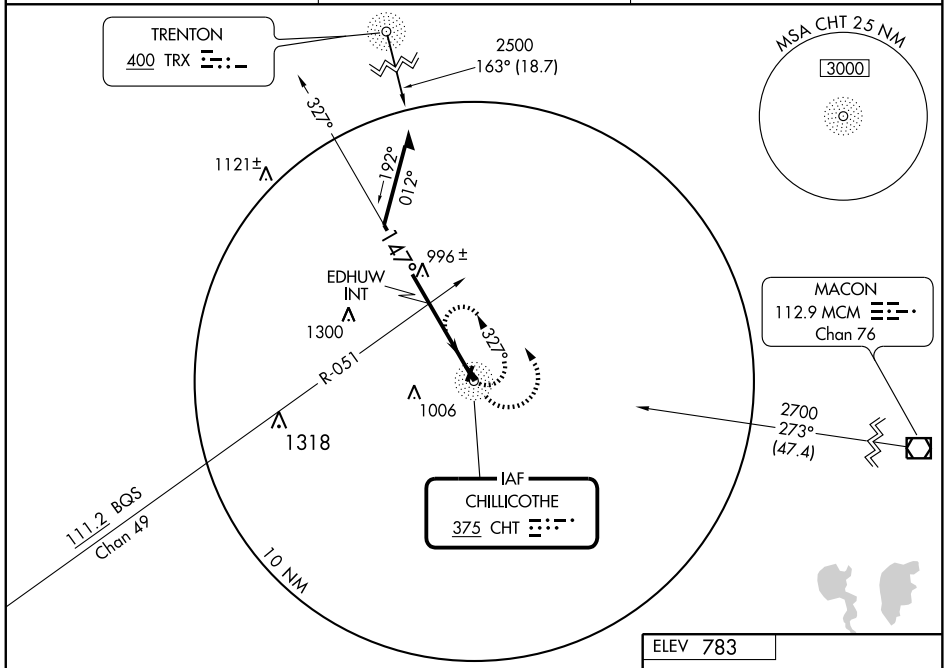
| NDB CHT | APP CRS | | |
|---|---|---|---|
| 375 | 147° | Rwy Idg | 3899 |
| | | TDZE | 783 |
| | | Apt Elev | 783 |

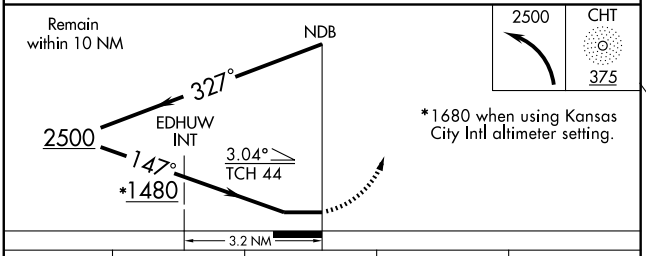
# NDB RWY 14
## CHILLICOTHE MUNI (CHT)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet, increase S-14 Cats A and B and Circling Cats A and B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 in CHT NDB holding pattern.

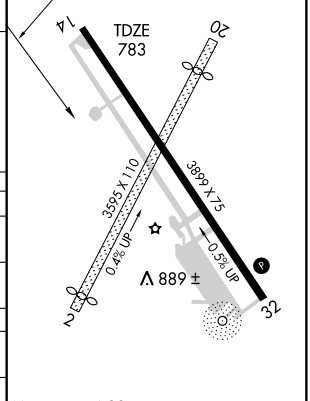
| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.8 (CTAF) |




*1680 when using Kansas City Intl altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1480-1 | 697 (700-1) | NA | |
| CIRCLING | 1480-1 | 697 (700-1) | NA | |
| EDHUW FIX MINIMUMS | | | | |
| S-14 | 1300-1 | 517 (600-1) | NA | |
| CIRCLING | 1300-1 | 517 (600-1) | NA | |




NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3899 |
|---|---|---|
| 140° | TDZE | 783 |
| | Apt Elev | 783 |

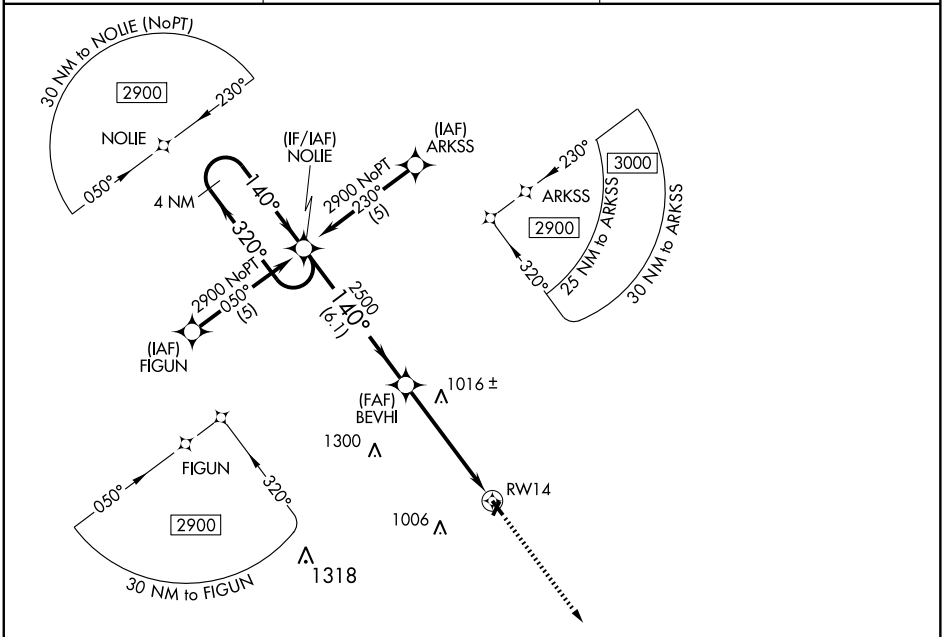
# RNAV (GPS) RWY 14

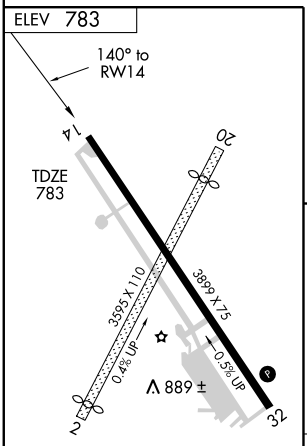
## CHILLICOTHE MUNI (CHT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.

MISSED APPROACH: Climb to 2900 direct TUDEE and hold.

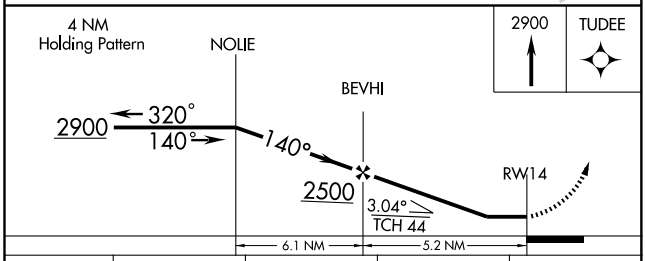
| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 | 497 (500-1) | NA | |
| CIRCLING | 1280-1 | 497 (500-1) | NA | |

MIRL Rwy 14-32

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 3899 |
|---|---|---|---|
| CH 70413 | 320° | TDZE | 782 |
| W32A | | Apt Elev | 783 |

# RNAV (GPS) RWY 32

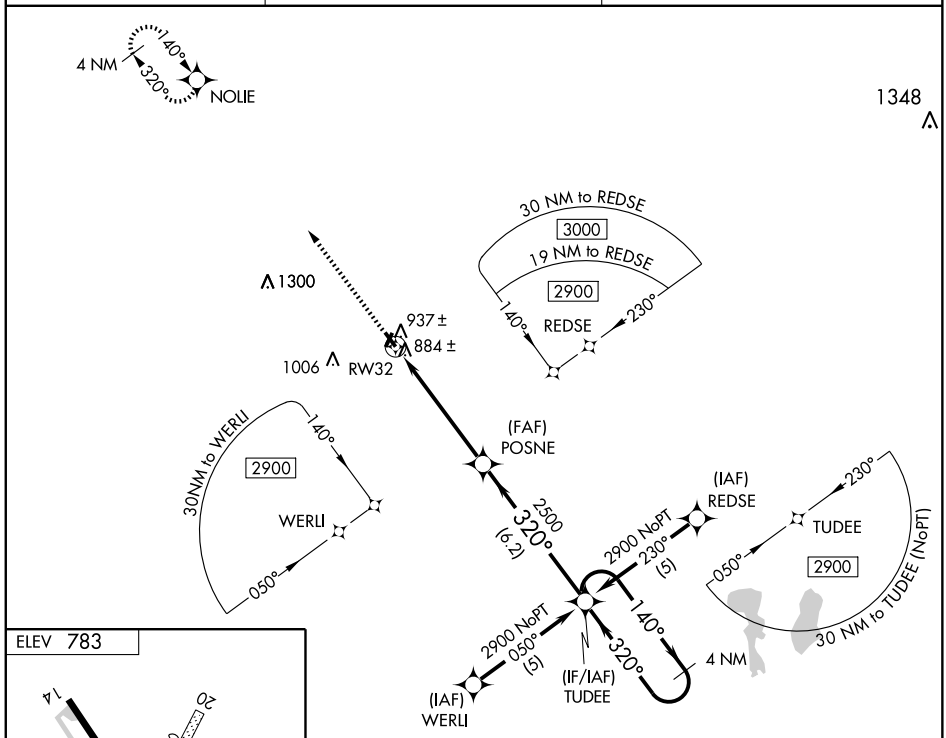
CHILLICOTHE MUNI (CHT)

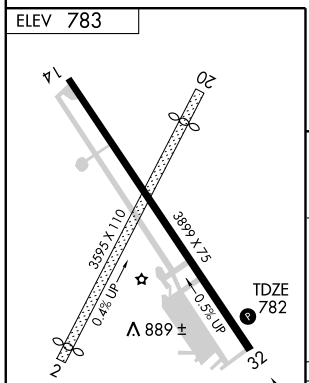
T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility ¾ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

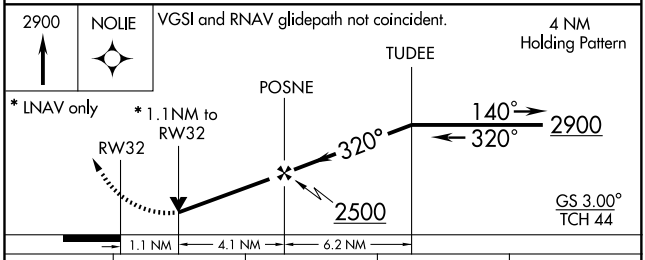
MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.8 (CTAF) L |




MIRL Rwy 14-32




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1148-1¼ | 366 (400-1¼) | NA | |
| LNAV/VNAV | DA | 1154-1½ | 372 (400-1½) | NA | |
| LNAV | MDA | 1200-1 | 418 (500-1) | NA | |
| CIRCLING | | 1280-1 | 497 (500-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

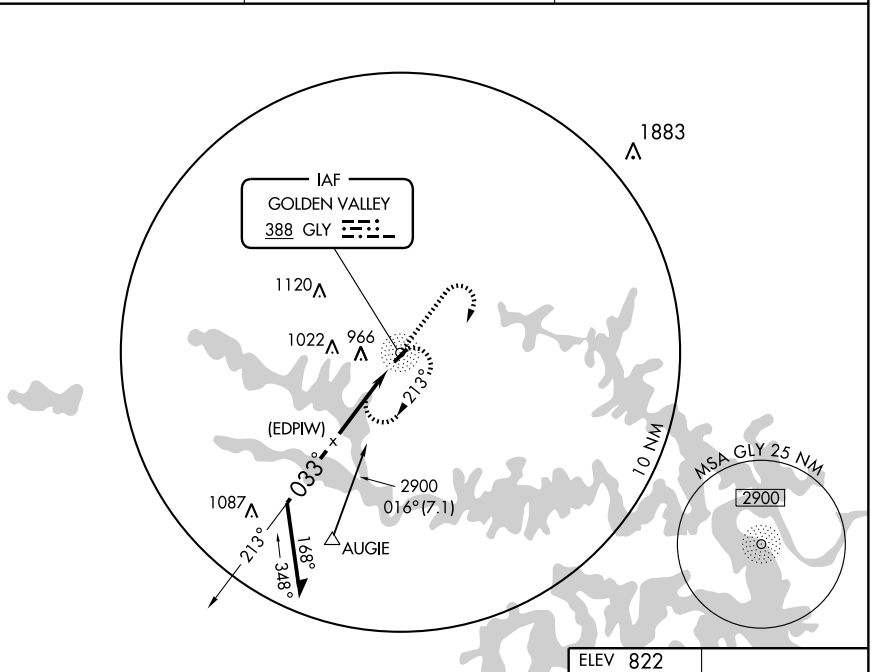
| NDB GLY | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| 388 | 033° | TDZE | 821 |
| | | Apt Elev | 822 |

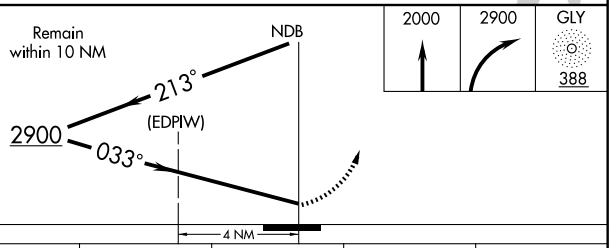
# NDB or GPS RWY 4
## CLINTON MEMORIAL (GLY)

NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

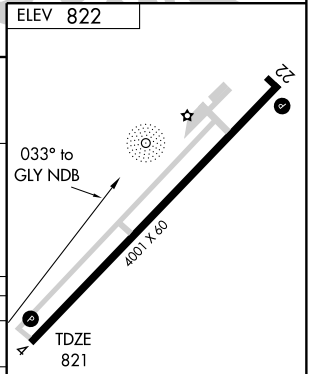
MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.

| AWOS-3 | WHITEMAN APP CON★ | UNICOM |
|---|---|---|
| 120.475 | 127.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1440-1 | 619 (700-1) | 1440-1¾ 619 (700-1¾) | NA |
| CIRCLING | 1440-1 | 618 (700-1) | 1440-1¾ 618 (700-1¾) | NA |
| WHITEMAN AFB ALTIMETER SETTING MINIMUMS | | | | |
| S-4 | 1540-1 | 719 (800-1) | 1540-2 719 (800-2) | NA |
| CIRCLING | 1540-1 | 718 (800-1) | 1540-2 718 (800-2) | NA |




REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3. 08 APR 2010 to 06 MAY 2010

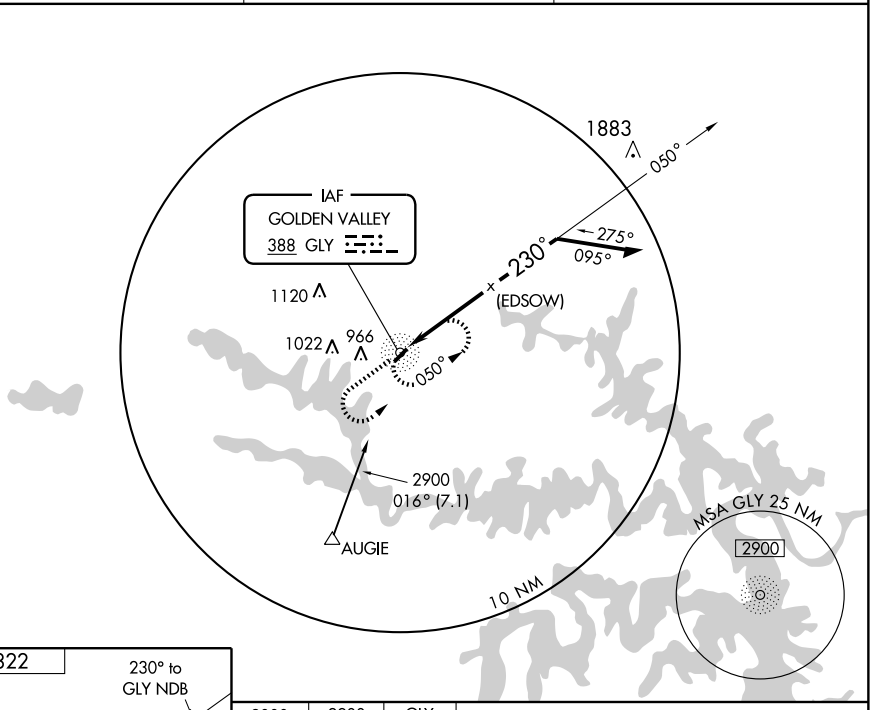
| NDB GLY 388 | APP CRS 230° | Rwy Idg 4001<br>TDZE 822<br>Apt Elev 822 |
|---|---|---|

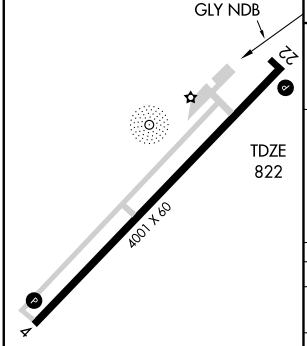
# NDB or GPS RWY 22
## CLINTON MEMORIAL (GLY)

NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

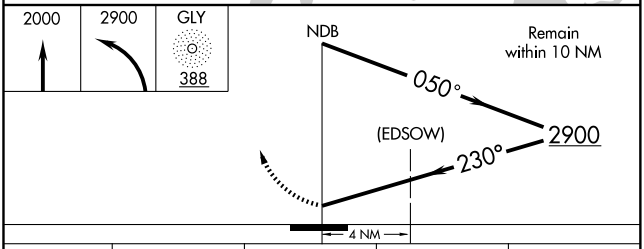
MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.

| AWOS-3 | WHITEMAN APP CON* | UNICOM |
|---|---|---|
| 120.475 | 127.45 | 122.8 (CTAF) L |




REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L



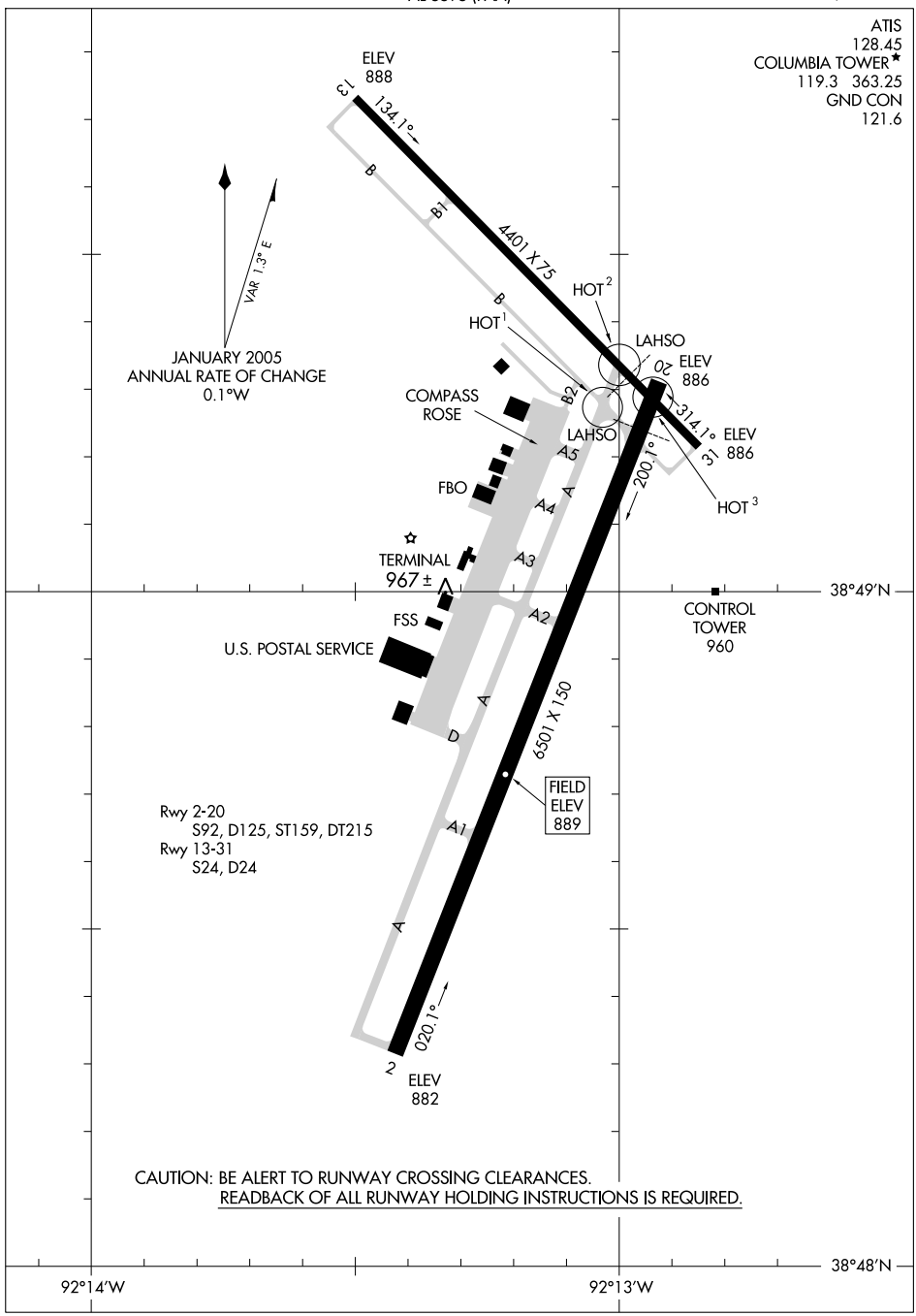

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1400-1 | 578 (600-1) | 1400-1½<br>578 (600-1½) | NA |
| CIRCLING | 1400-1 | 578 (600-1) | 1400-1½<br>578 (600-1½) | NA |
| WHITEMAN AFB ALTIMETER SETTING MINIMUMS | | | | |
| S-22 | 1500-1 | 678 (700-1) | 1500-2<br>678 (700-2) | NA |
| CIRCLING | 1500-1 | 678 (700-1) | 1500-2<br>678 (700-2) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-5595 (FAA)

COLUMBIA RGNL (COU)
COLUMBIA, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

| LOC/DME I-COU | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 110.7 | 018° | TDZE | 889 |
| Chan 44 | | Apt Elev | 889 |

# ILS or LOC/DME RWY 2

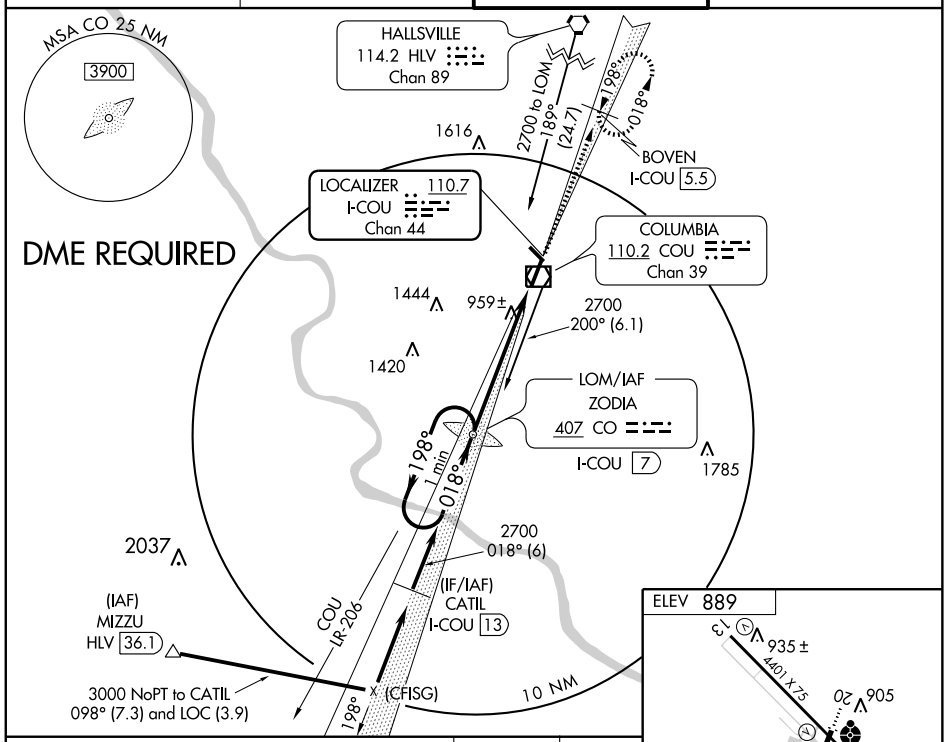
COLUMBIA RGNL (COU)

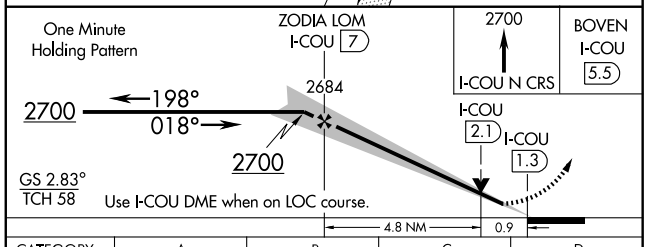
For inoperative MALSR, increase S-LOC 2 Cat D visibility to RVR 5000.
When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC 2 Cat C visibility to 4000 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA when using Jefferson City altimeter setting.
For inoperative MALSR when using Jefferson City altimeter setting, increase S-ILS 2 all Cats visibility to 1 mile. DME required.

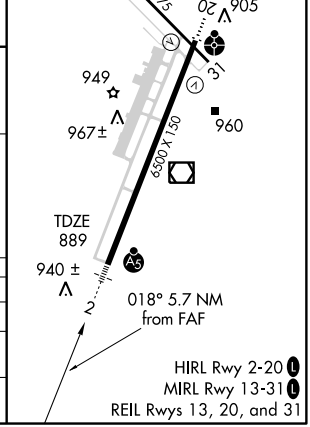
MALSR

MISSED APPROACH: Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER * | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | *1089/24 200 (200-½) | | | |
| S-LOC 2 | 1220/24 331 (400-½) | | | 1220/40 331 (400-¾) |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

# LOC/DME BC RWY 20

COLUMBIA RGNL (COU)

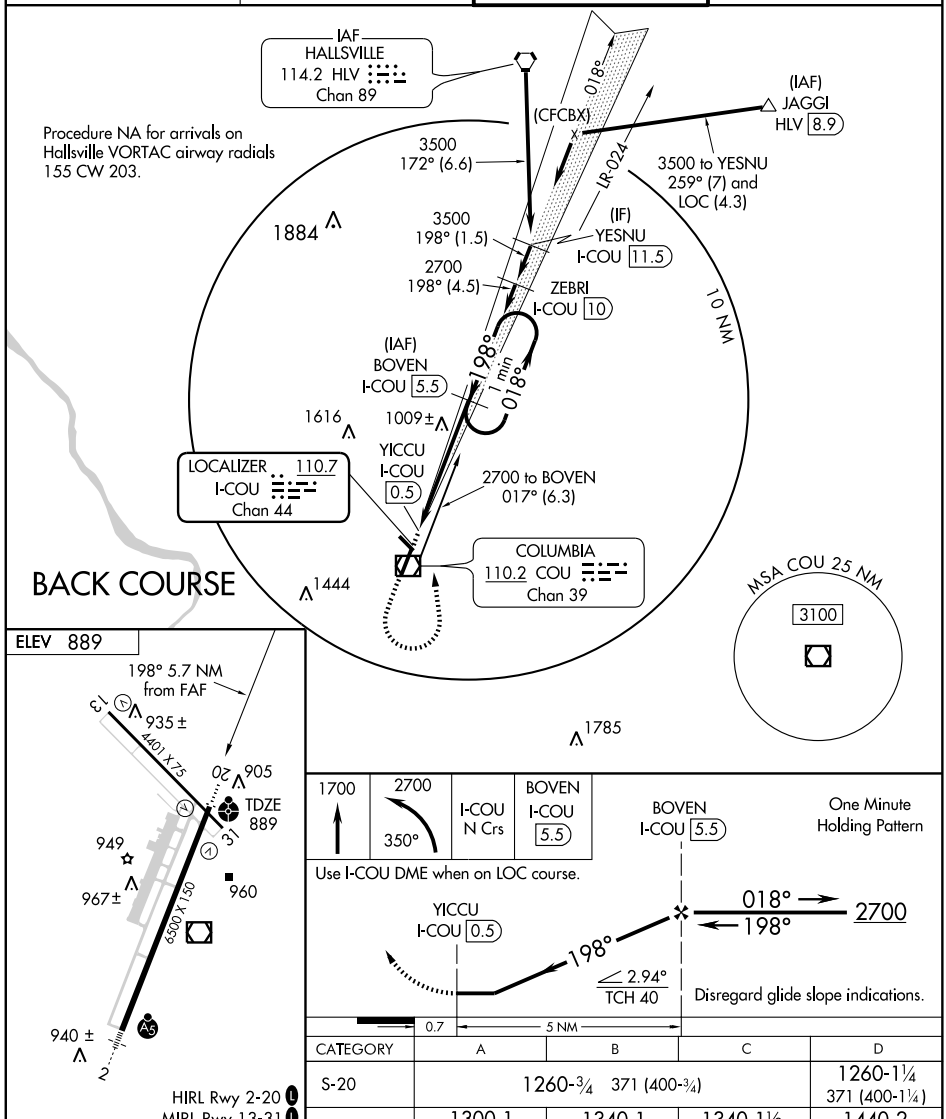
| LOC/DME I-COU | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 110.7 | 198° | TDZE | 889 |
| Chan 44 | | Apt Elev | 889 |

When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ¼ mile.

ODALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |







| 1700 | 2700 | I-COU | BOVEN |
|---|---|---|---|
| | 350° | N Crs | I-COU 5.5 |

Use I-COU DME when on LOC course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1260-¾ 371 (400-¾) | | | 1260-1¼ 371 (400-1¼) |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 77599 | 018° | TDZE | 889 |
| W02A | | Apt Elev | 889 |

# RNAV (GPS) RWY 2

COLUMBIA RGNL (COU)

DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16°C (3°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 direct AGVOY and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |

Procedure NA for arrival at HODGS on V44 southeast bound.

HALLSVILLE HLV

3100 to ULUFA 193° (29.8)

1616

MISSED APCH FIX

5 NM 018° 198°

AGVOY

MSA RW02 25 NM

3100

RW02

1444

1420

1030

(FAF) FECFE

1785

2500 018° (6)

2037

198° 018°

(IF/IAF) ULUFA

3100 NoPT 068° (9.4)

5 NM

(IAF) MIZZU

3100 276° (19.6)

HODGS

5 NM Holding Pattern

ULUFA

FECFE

3000

AGVOY

*LNAV only

3100 198° 018°

018°

*1.1 NM to RW02

RW02

2500

GS 3.00° TCH 45

6 NM 3.8 NM 1.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1139/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1190/24 301 (400-½) | | | 1190/40 301 (400-¾) |
| LNAV MDA | 1280/24 391 (400-½) | | | 1280/50 391 (400-1) |
| CIRCLING | 1280-1 391 (400-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

ELEV 889

13

935±

4401 X 75

20

905

15

949

967±

960

6500 X 150

TDZE 889

940±

2

018° to RW02

HIRL Rwy 2-20 L

MIRL Rwy 13-31 L

REIL Rwys 13, 20, and 31

NC-3. 08 APR 2010 to 06 MAY 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

# RNAV (GPS) RWY 13

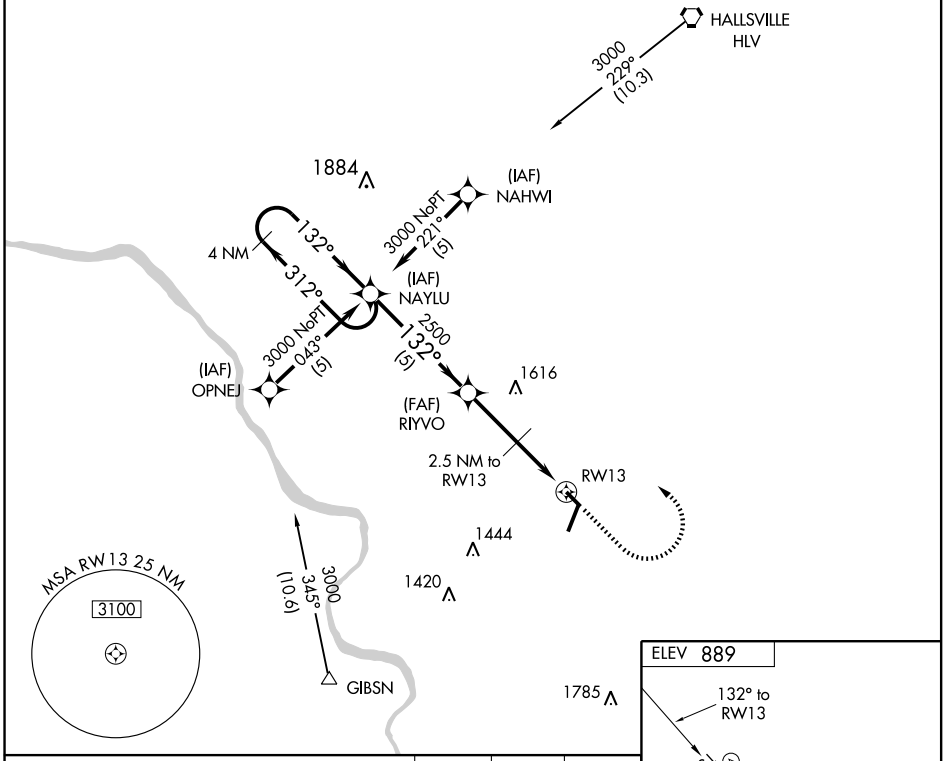
COLUMBIA RGNL (COU)

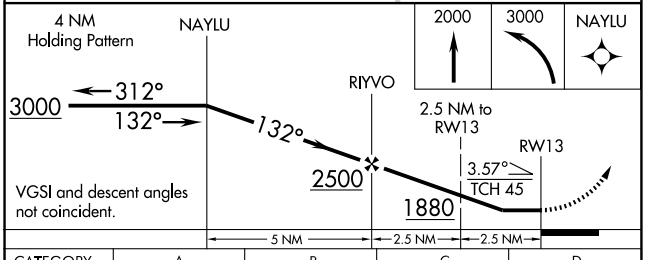
| APP CRS | Rwy Idg | 4401 |
|---|---|---|
| 132° | TDZE | 888 |
| | Apt Elev | 889 |

GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

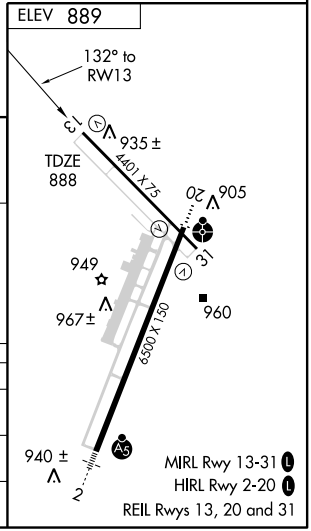
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1200-1 312 (400-1) | | | |
| CIRCLING | 1300-1<br>411 (500-1) | 1340-1<br>451 (500-1) | 1340-1½<br>451 (500-1½ ) | 1440-2<br>551 (600-2) |




NC-3, 08 APR 2010 to 06 MAY 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

# RNAV (GPS) RWY 20

COLUMBIA RGNL (COU)

| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 93599 | 198° | TDZE | 889 |
| W20A | | Apt Elev | 889 |

DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (3°F).
Inoperative table does not apply to LPV.

ODALS

MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |

Procedure NA for arrival at STITH on V12 eastbound.

(IAF) HALLSVILLE HLV
3000
178° (7.4)

(IAF) YEGSA
3000
108°
(5)

(IF) AGVOY

3000
289°
(5)

(IAF) UZOTY

2500
198°
(6)

(FAF) FEZFY

1616

RW20

3000
345°
(10.4)

STITH

1444

1420

3000
021°
(20)

GIBSN

MSA RW 20 25 NM
3100

1785

2037

ULUFA

5 NM
198°
018°

ELEV 889

198° to RW20

935 ±

4401 X 75

905

TDZE 889

949

967 ±

960

6500 X 150

940 ±

MIRL Rwy 13-31 L
HIRL Rwy 2-20 L
REIL Rwys 13, 20, and 31

3000 ULUFA

*LNAV only *0.9 NM to RW20

FEZFY

AGVOY

Procedure Turn NA

198° 3000

2500

GS 3.00°
TCH 39

0.9 4 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1139-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1185-¾ 296 (300-¾) | | | 1185-1 296 (300-1) |
| LNAV MDA | 1220-¾ 331 (400-¾) | | | 1220-1 331 (400-1) |
| CIRCLING | 1280-1 391 (400-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 31

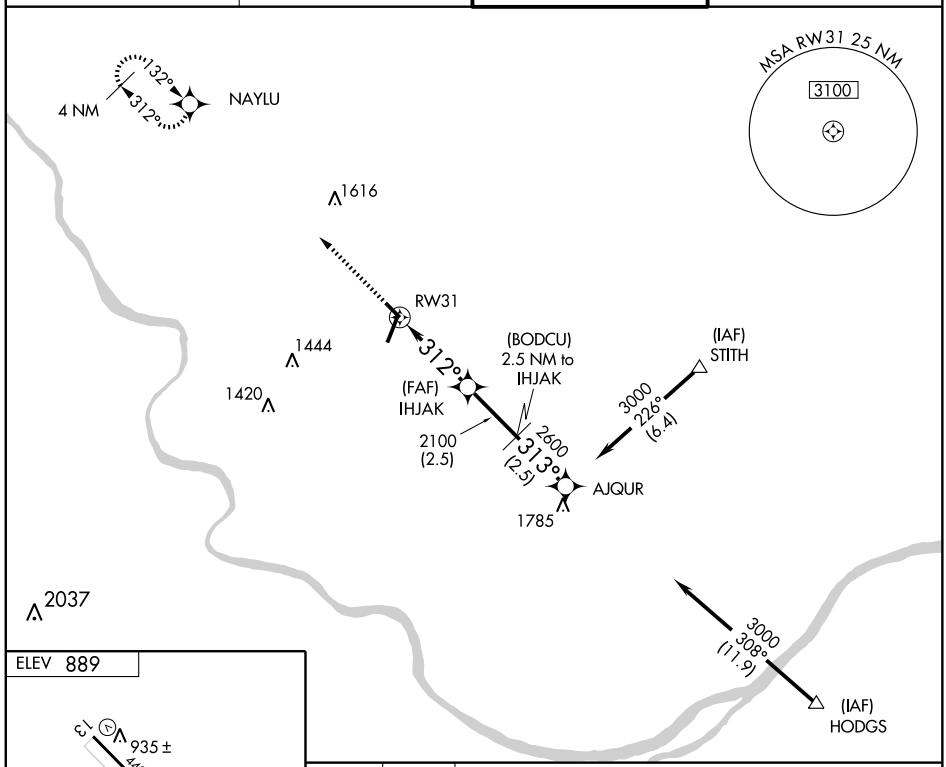
COLUMBIA RGNL (COU)

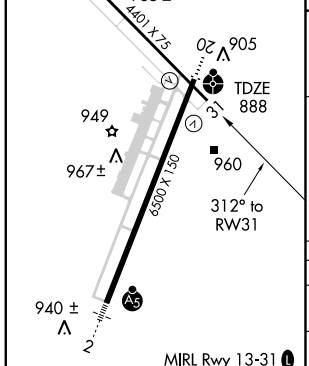
| APP CRS | Rwy Idg | 4401 |
|---|---|---|
| 312° | TDZE | 888 |
| | Apt Elev | 889 |

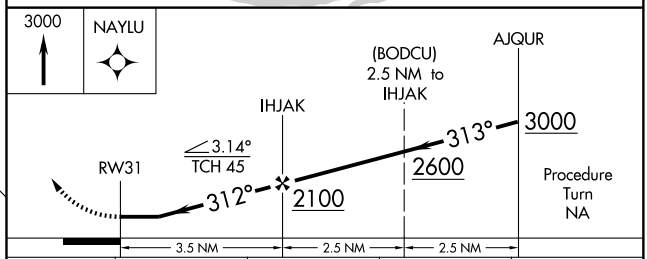
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 1220-1 332 (400-1) | | | |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME COU 110.2 Chan 39 | APP CRS 193° | Rwy Idg 6500<br>TDZE 889<br>Apt Elev 889 |
|---|---|---|

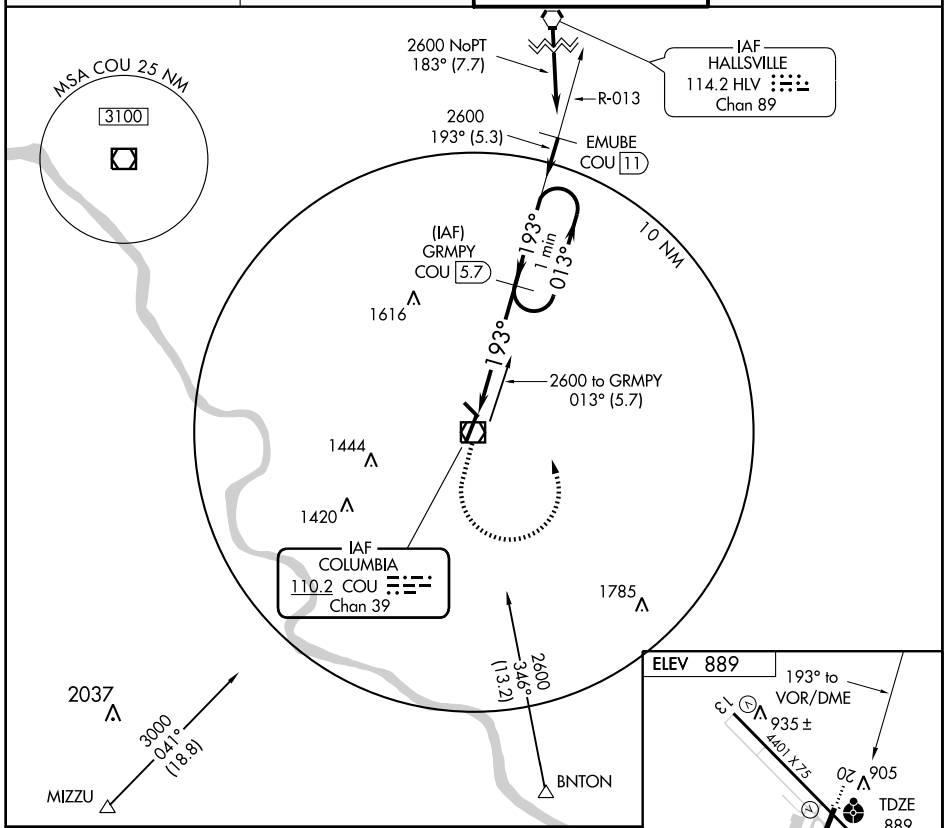
# VOR/DME RWY 20

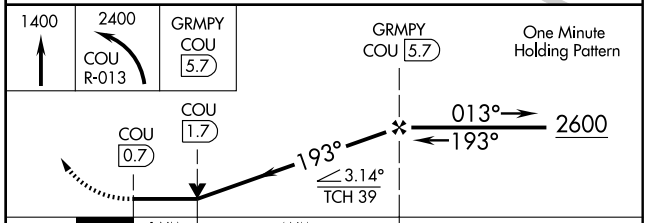
COLUMBIA RGNL (COU)

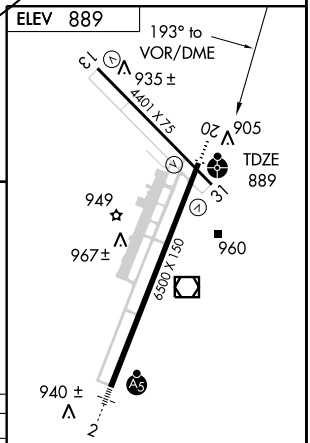
ODALS

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1260-¾ 371 (400-¾) | | | 1260-1¼ 371 (400-1¼) |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

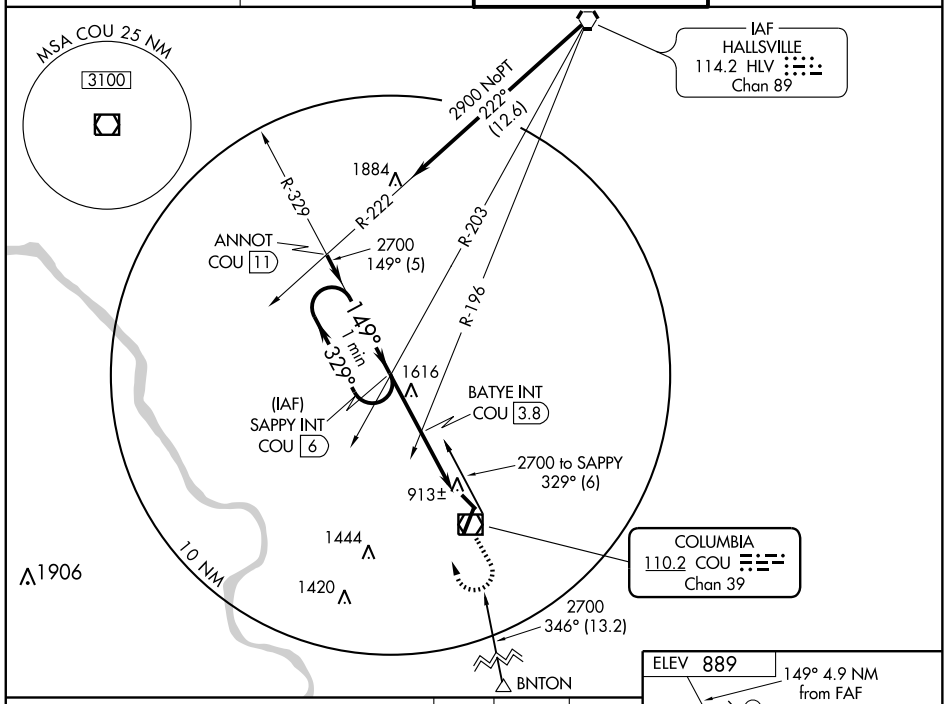
NC-3. 08 APR 2010 to 06 MAY 2010

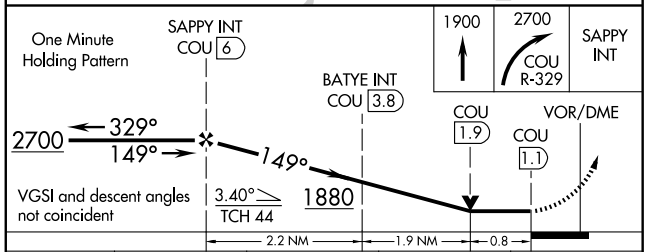
| VOR/DME COU 110.2 Chan 39 | APP CRS 149° | Rwy Idg 4401 TDZE 888 Apt Elev 889 |
|---|---|---|

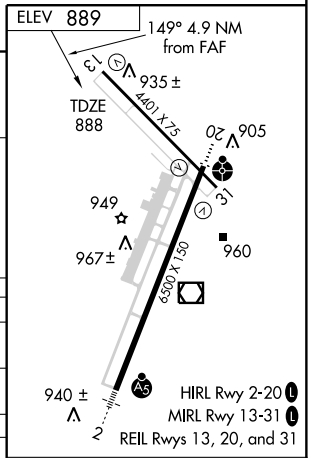
# VOR RWY 13
## COLUMBIA RGNL (COU)

MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1880-1¼ 992 (1000-1¼) | 1880-1½ 992 (1000-1½) | 1880-3 992 (1000-3) | NA |
| CIRCLING | 1880-1¼ 991 (1000-1¼) | 1880-1½ 991 (1000-1½) | 1880-3 991 (1000-3) | NA |
| BATYE FIX MINIMUMS | | | | |
| S-13 | 1200-1 312 (400-1) | | | NA |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | NA |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME COU | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 110.2 | 196° | TDZE | 889 |
| Chan 39 | | Apt Elev | 889 |

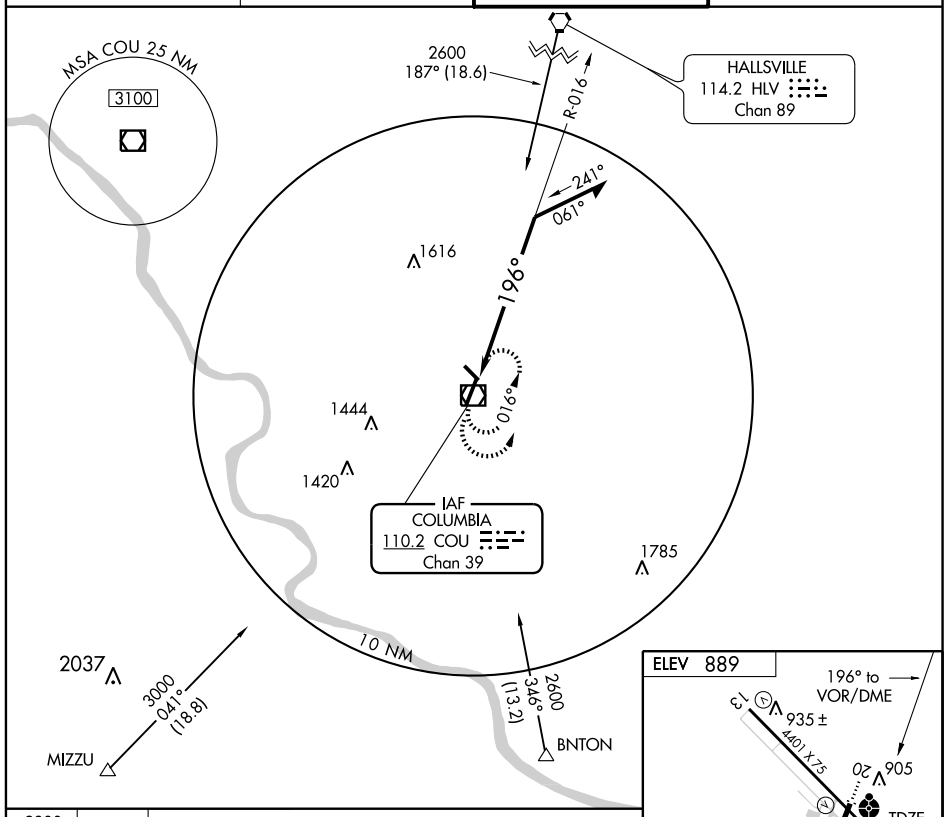
# VOR RWY 20
## COLUMBIA RGNL (COU)

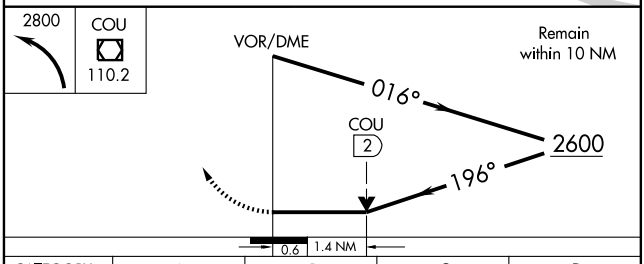
T Inoperative table does not apply to Cat C.

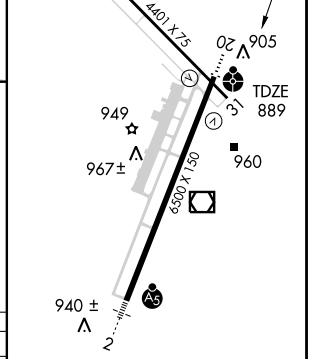
ODALS

MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1360-¾ 471 (500-¾) | | 1360-1¼ 471 (500-1¼) | |
| CIRCLING | 1360-1 471 (500-1) | | 1360-1½ 471 (500-1½) | 1440-2 551 (600-2) |

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB UBX 380 | APP CRS 030° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1023 |
|---|---|---|

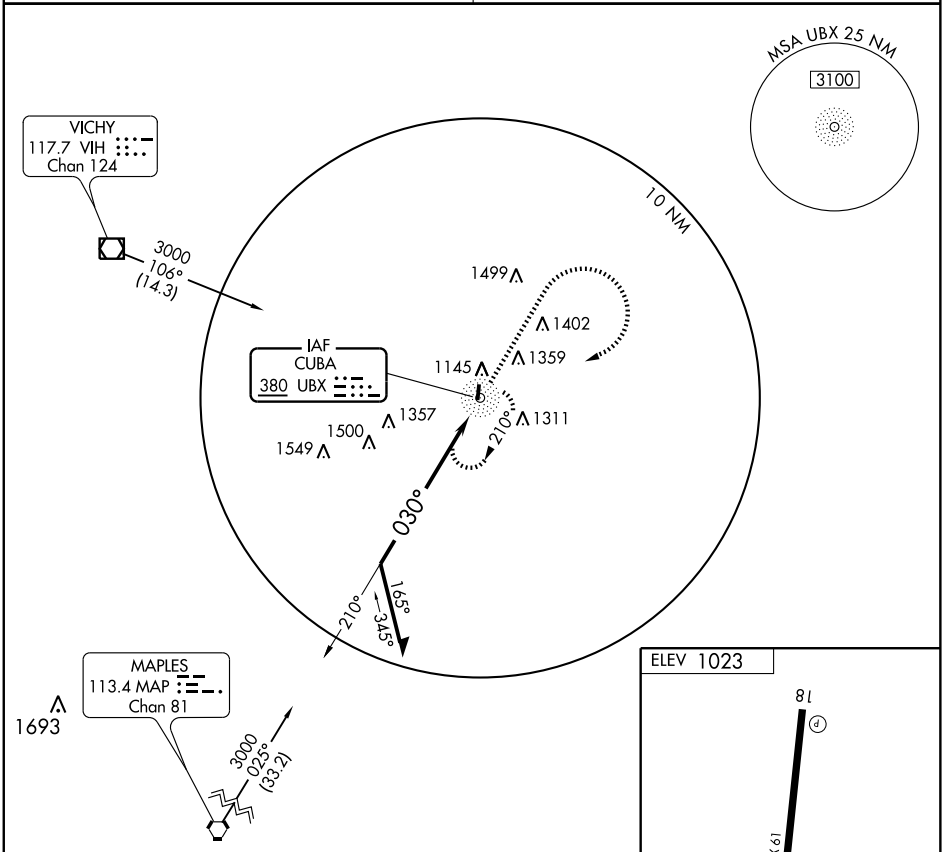
# NDB-A
## CUBA MUNI (UBX)

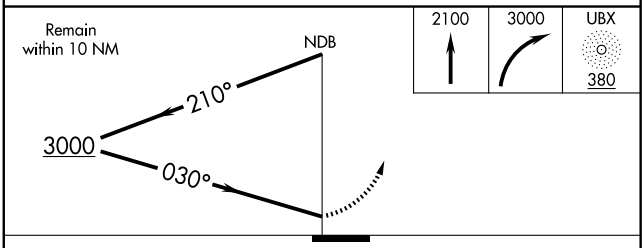
Use Rolla National altimeter setting.

NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UBX NDB and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| **128.35 284.67** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1640-1 | 617 (700-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| Ch 62808 | 182° | TDZE | 304 |
| W18A | | Apt Elev | 304 |

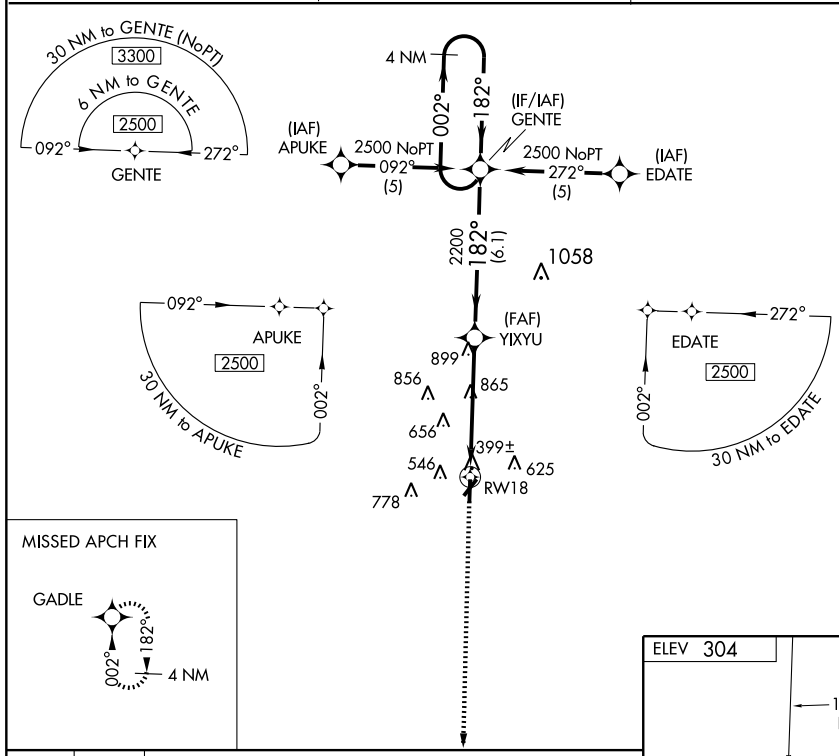
# RNAV (GPS) RWY 18
DEXTER MUNI (DXE)

T
A NA

BARO-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.

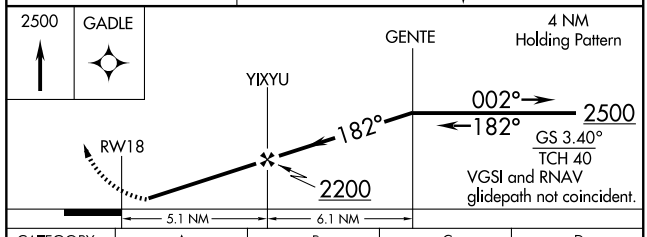
MISSED APPROACH: Climb to 2500 direct GADLE and hold.

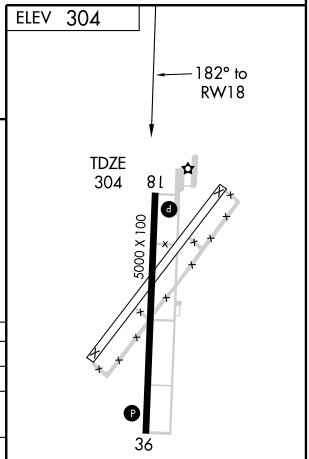
| POPLAR BLUFF ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 133.65 292.15 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 724-1¼ 420 (500-1¼) | | | NA |
| LNAV/VNAV DA | 854-1¾ 550 (600-1¾) | | | NA |
| LNAV MDA | 1200-1¼ 896 (900-1¼) | | 1200-2¾ 896 (900-2¾) | NA |
| CIRCLING | 1200-1¼ 896 (900-1¼) | | 1200-2¾ 896 (900-2¾) | NA |

MIRL Rwy 18-36 L

NC-3, 08 APR 2010 to 06 MAY 2010

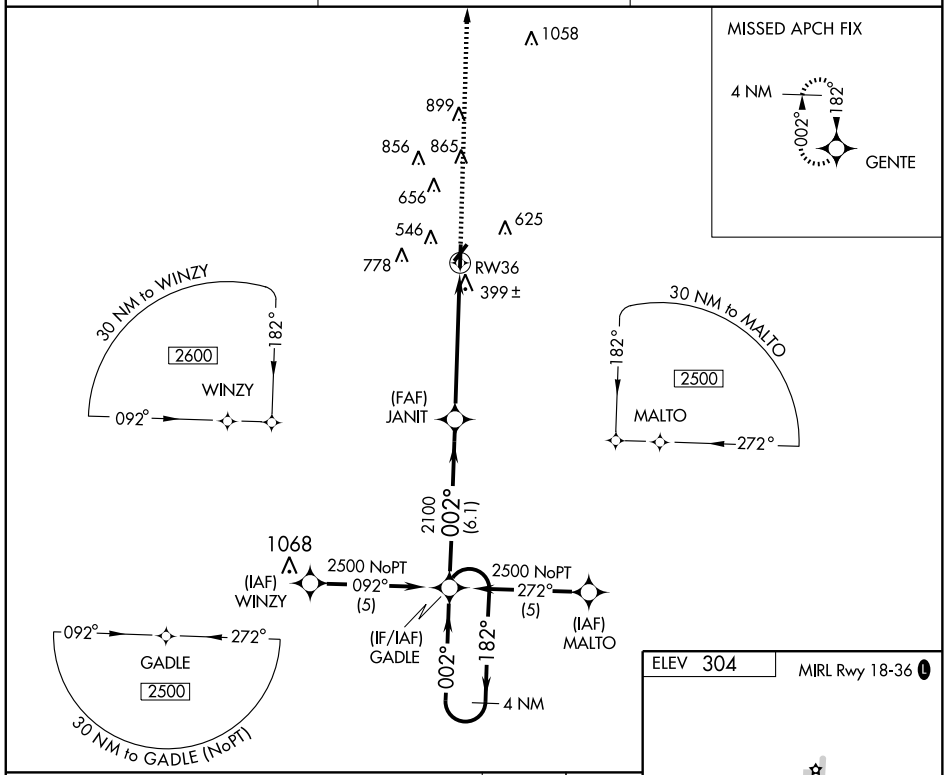
| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| Ch 50507 | 002° | TDZE | 298 |
| W36A | | Apt Elev | 304 |

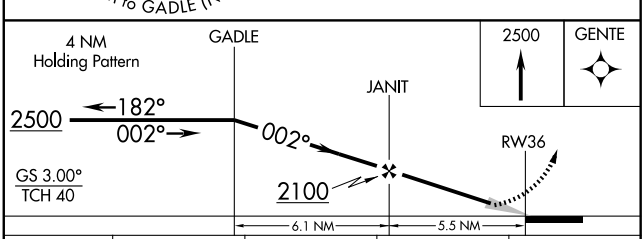
# RNAV (GPS) RWY 36
DEXTER MUNI (DXE)

T NA Baro-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GENTE and hold.

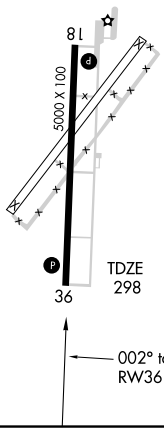
| POPLAR BLUFF ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 595-1 297 (300-1) | | |
| LNAV/VNAV DA | | 795-1¾ 497 (500-1¾) | | |
| LNAV MDA | 880-1 582 (600-1) | | 880-1½ 582 (600-1½) | 880-1¾ 582 (600-1¾) |
| CIRCLING | 960-1 656 (700-1) | | 1040-2 736 (800-2) | 1180-2¾ 876 (900-2¾) |

ELEV 304 MIRL Rwy 18-36 L




NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC MAW 111.2 Chan 49 | APP CRS 351° | Rwy Idg 5000 TDZE 298 Apt Elev 304 |
|---|---|---|

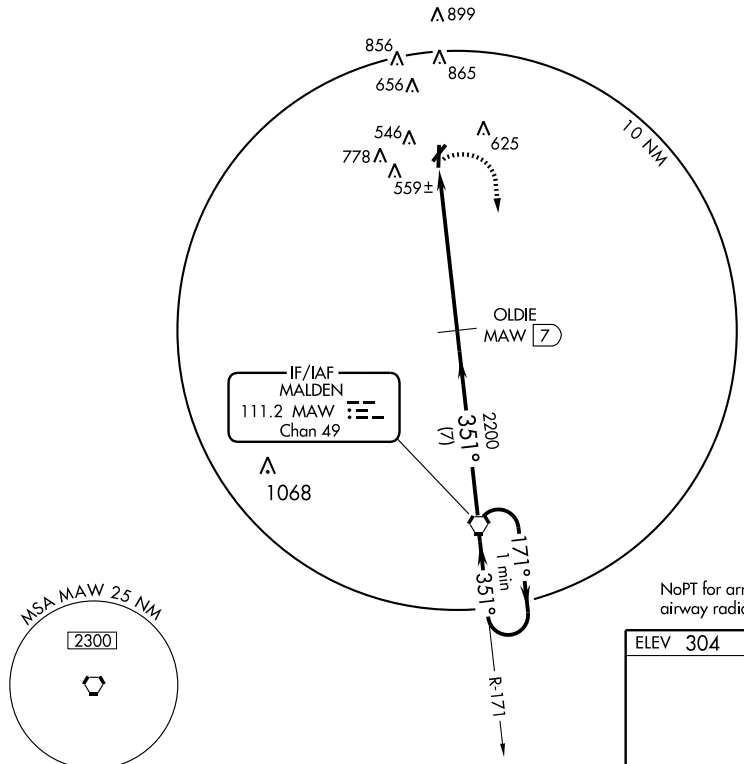
# VOR/DME RWY 36

DEXTER MUNI (DXE)

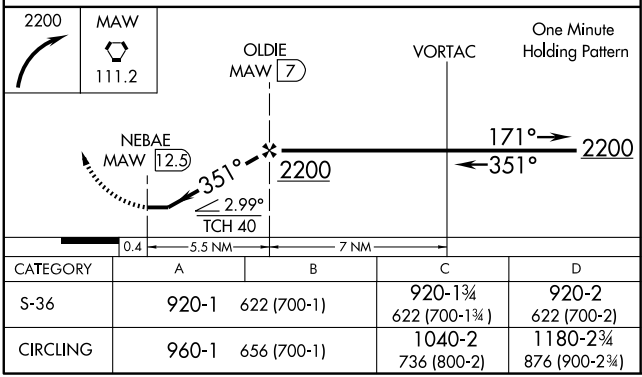
T NA Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.

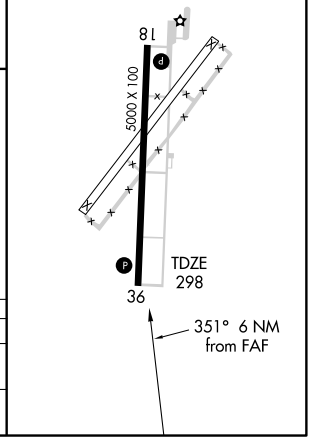
MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

| POPLAR BLUFF ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 133.65 292.15 | 122.8 (CTAF) L |




NoPT for arrival on MAW VORTAC airway radials 059 clockwise 239.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 920-1 | 622 (700-1) | 920-1¾ 622 (700-1¾) | 920-2 622 (700-2) |
| CIRCLING | 960-1 | 656 (700-1) | 1040-2 736 (800-2) | 1180-2¾ 876 (900-2¾) |

NC-3, 08 APR 2010 to 06 MAY 2010

EXCELSIOR SPRINGS, MISSOURI AL-6618 (FAA)

| VORTAC ANX | APP CRS | Rwy Idg | 2000 |
|---|---|---|---|
| 114.0 | 161° | TDZE | 998 |
| Chan 87 | | Apt Elev | 998 |

# VOR or GPS RWY 19

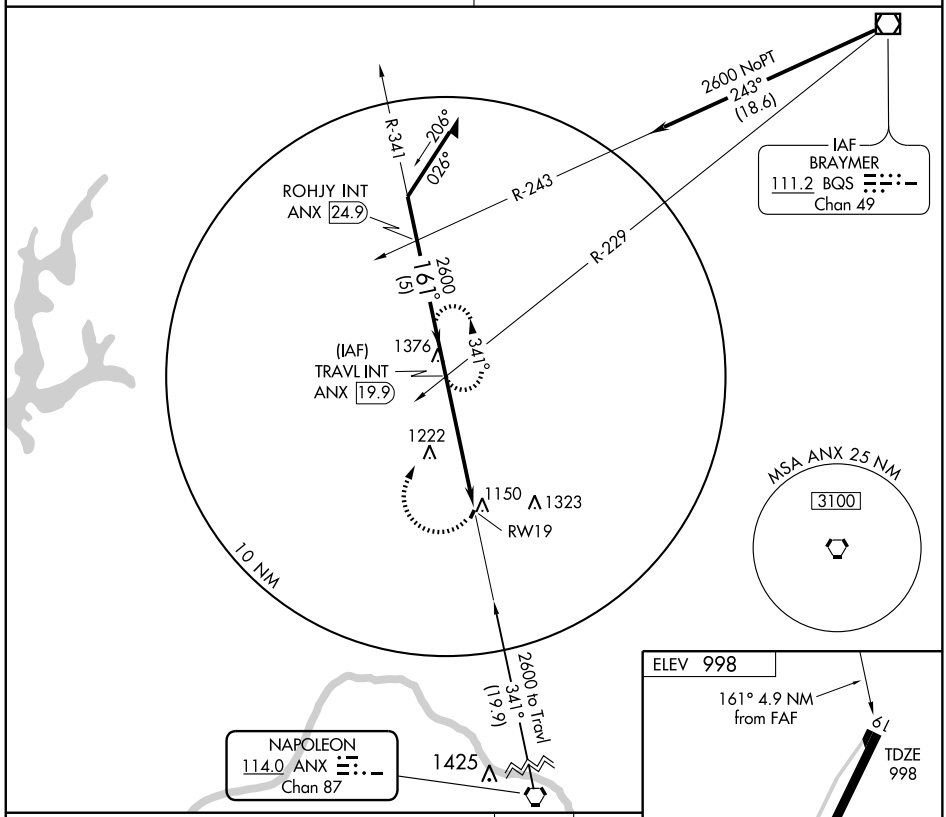
EXCELSIOR SPRINGS MEMORIAL (3EX)

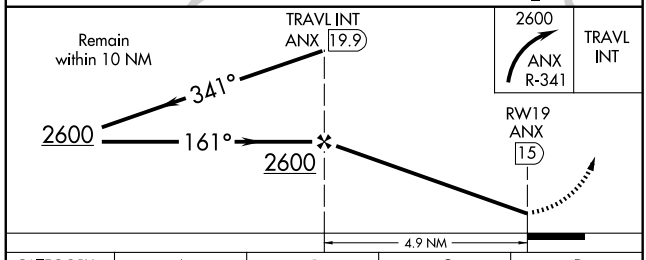
Use Charles B. Wheeler Downtown altimeter setting.

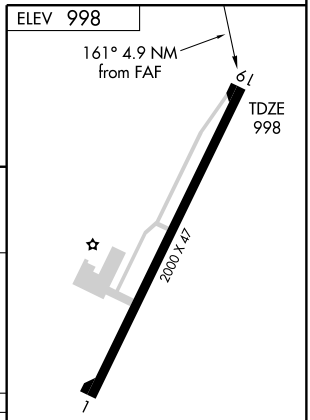
NA

MISSED APPROACH: Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.

| KANSAS CITY APP CON | UNICOM |
|---|---|
| 118.4 294.7 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1620-1 | 622 (700-1) | NA | |
| CIRCLING | 1620-1 | 622 (700-1) | NA | |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NC-3, 08 APR 2010 to 06 MAY 2010

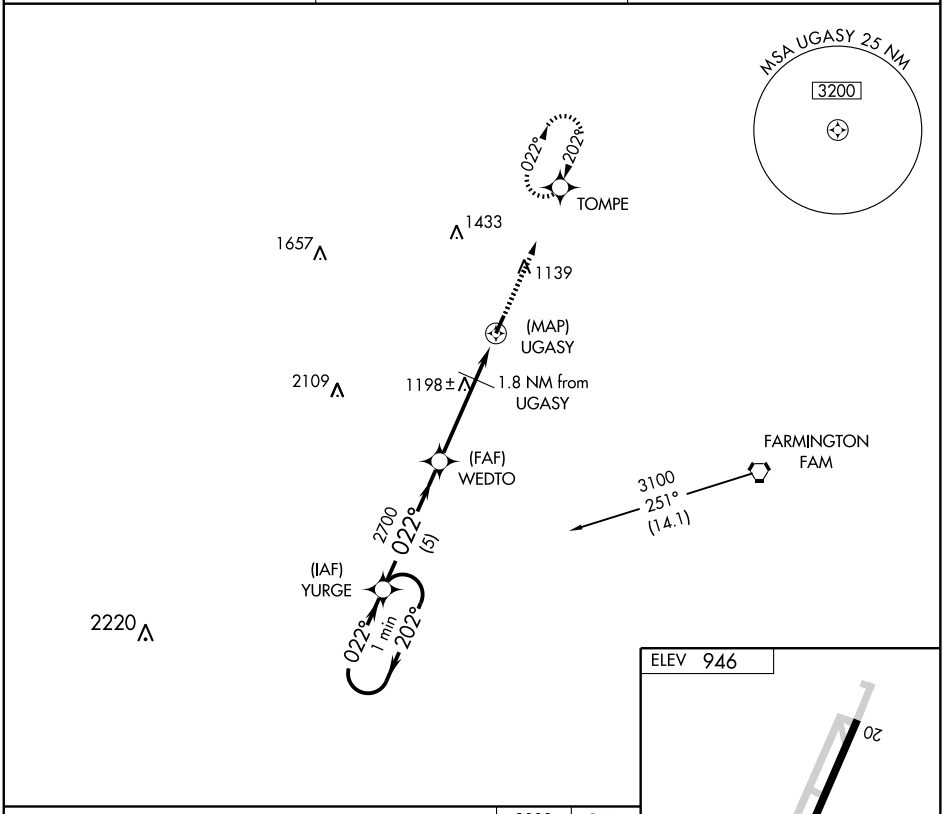
| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 022° | TDZE | 946 |
| | Apt Elev | 946 |

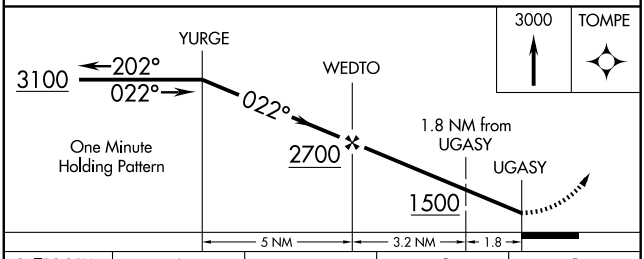
# GPS RWY 2
## FARMINGTON RGNL (FAM)

NA

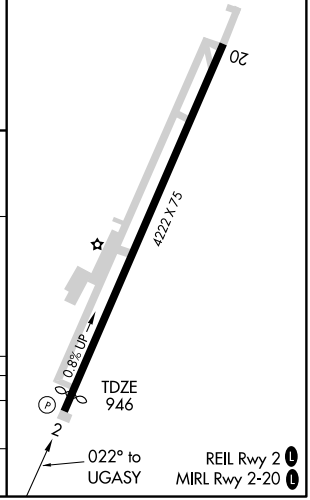
MISSED APPROACH: Climb to 3000 direct TOMPE WP and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.47 291.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1300-1 | 354 (400-1) | NA | |
| CIRCLING | 1440-1 | 494 (500-1) | NA | |




NC-3. 08 APR 2010 to 06 MAY 2010

| NDB PRI | APP CRS | | |
|---|---|---|---|
| 367 | 212° | Rwy Idg | 4222 |
| | | TDZE | 946 |
| | | Apt Elev | 946 |

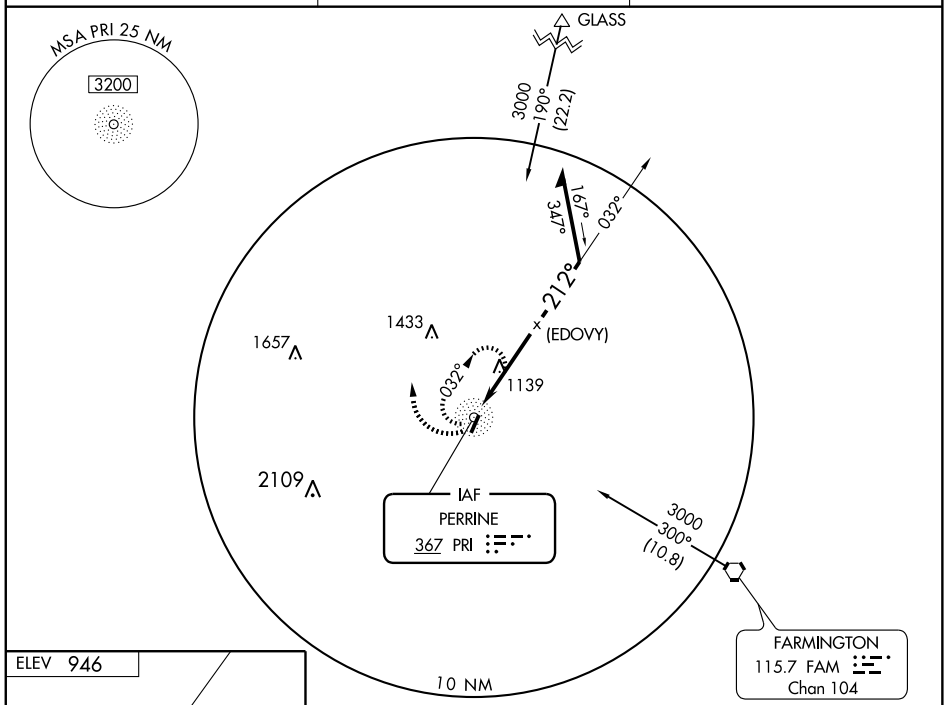
# NDB or GPS RWY 20

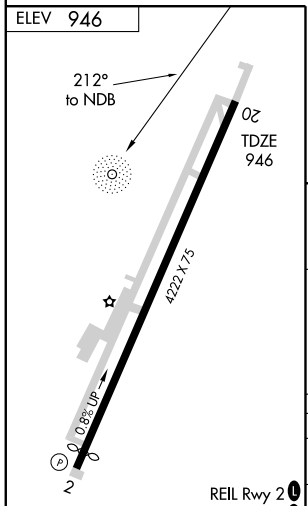
FARMINGTON RGNL (FAM)

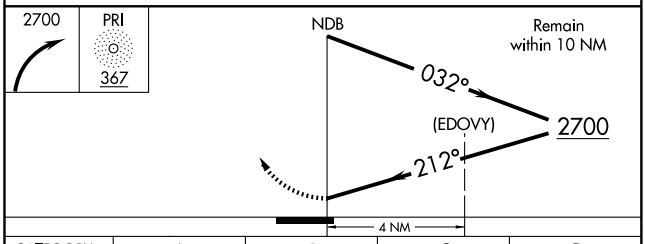
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.47 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1740-1<br>794 (800-1) | 1740-1¼<br>794 (800-1¼) | NA | |
| CIRCLING | 1740-1<br>794 (800-1) | 1740-1¼<br>794 (800-1¼) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

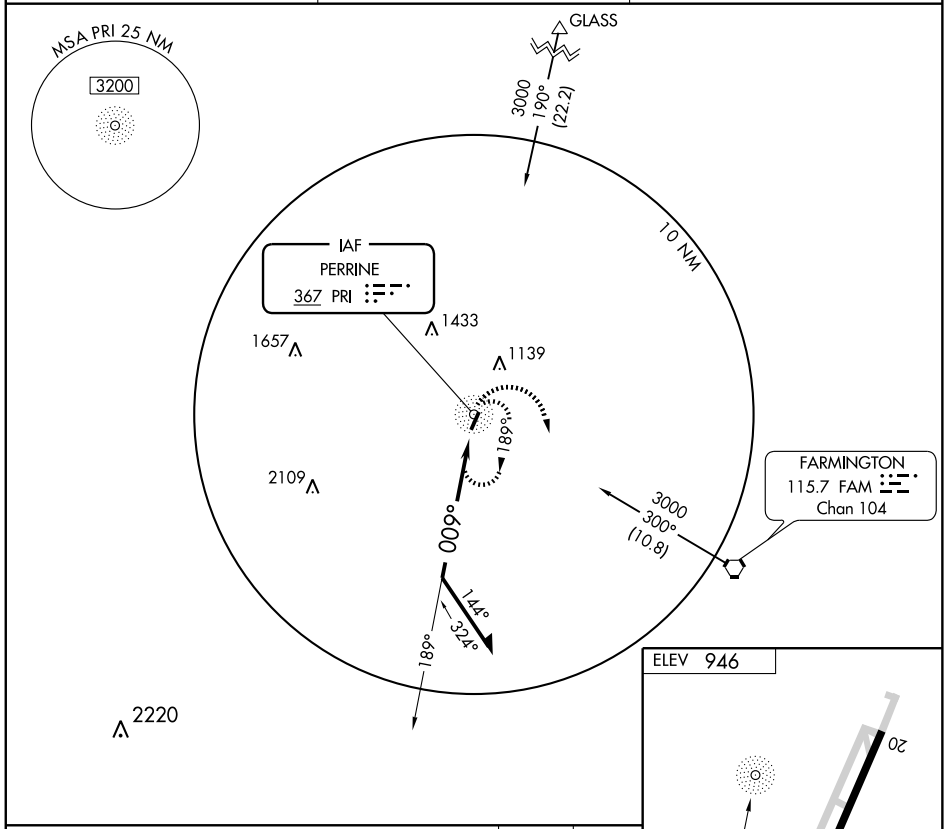
| NDB PRI | APP CRS | | |
|---|---|---|---|
| 367 | 009° | Rwy Idg | 3999 |
| | | TDZE | 946 |
| | | Apt Elev | 946 |

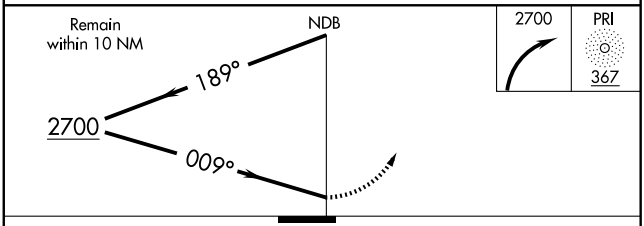
# NDB RWY 2
## FARMINGTON RGNL (FAM)

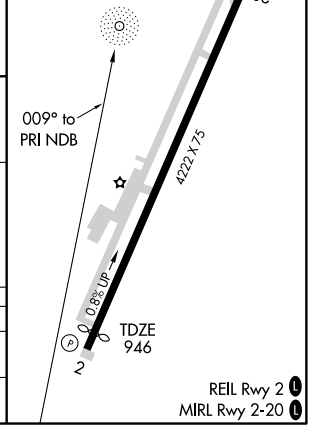
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.47 291.7 | 122.8 (CTAF) L |




REIL Rwy 2 L
MIRL Rwy 2-20 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 2000-1¼<br>1054 (1100-1¼) | 2000-1½<br>1054 (1100-1½) | NA | |
| CIRCLING | 2000-1¼<br>1054 (1100-1¼) | 2000-1½<br>1054 (1100-1½) | NA | |

NC-3, 08 APR 2010 to 06 MAY 2010

| VORTAC FAM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.7 | 299° | TDZE | N/A |
| Chan 104 | | Apt Elev | 946 |

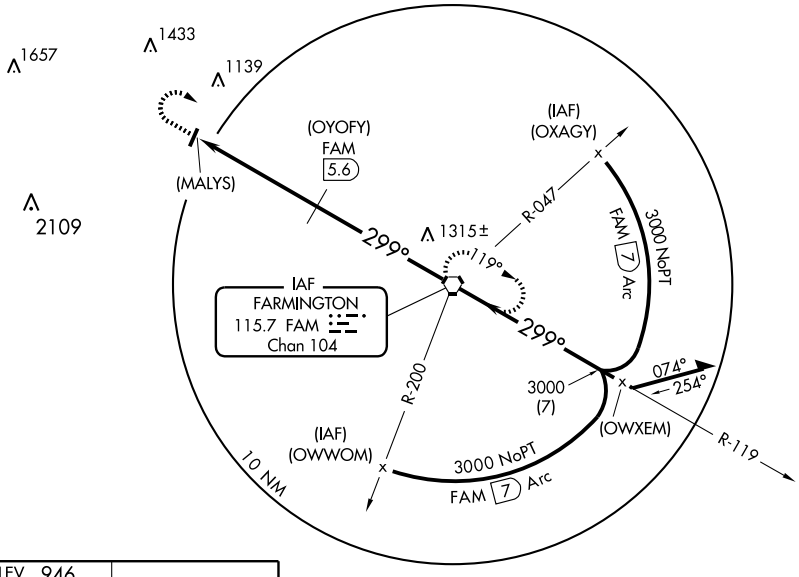
# VOR/DME or GPS-A

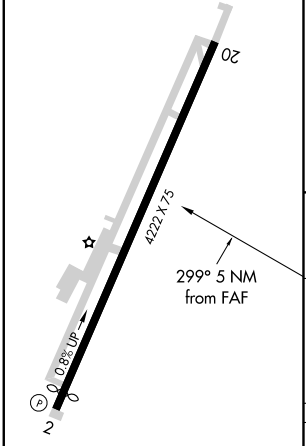
## FARMINGTON RGNL (FAM)

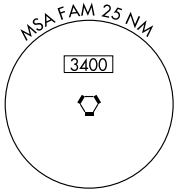
NA

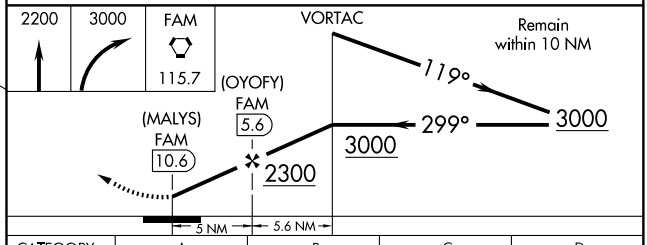
MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.47 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1720-1<br>774 (800-1) | 1720-1¼<br>774 (800-1¼) | NA | |

REIL Rwy 2 L
MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB FES 269 | APP CRS 357° | Rwy Idg 2202<br>TDZE 431<br>Apt Elev 433 |
|---|---|---|

# NDB or GPS RWY 36

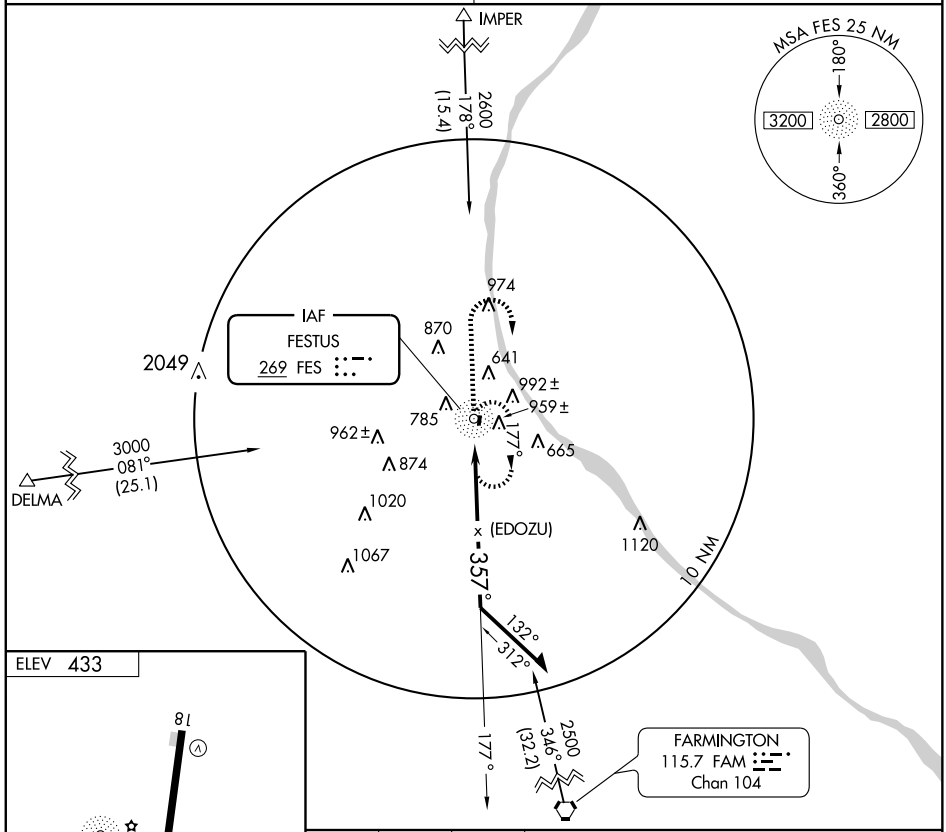
FESTUS MEMORIAL (FES)

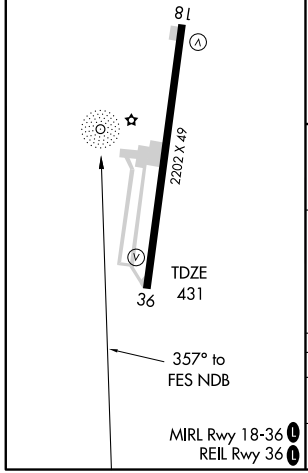
T
NA

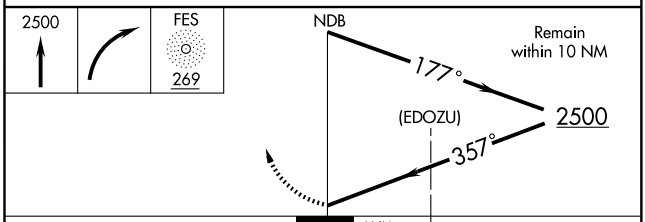
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1520-1¼<br>1089 (1100-1¼) | 1520-1½<br>1089 (1100-1½) | NA | |
| CIRCLING | 1520-1¼<br>1087 (1100-1¼) | 1520-1½<br>1087 (1100-1½) | NA | |

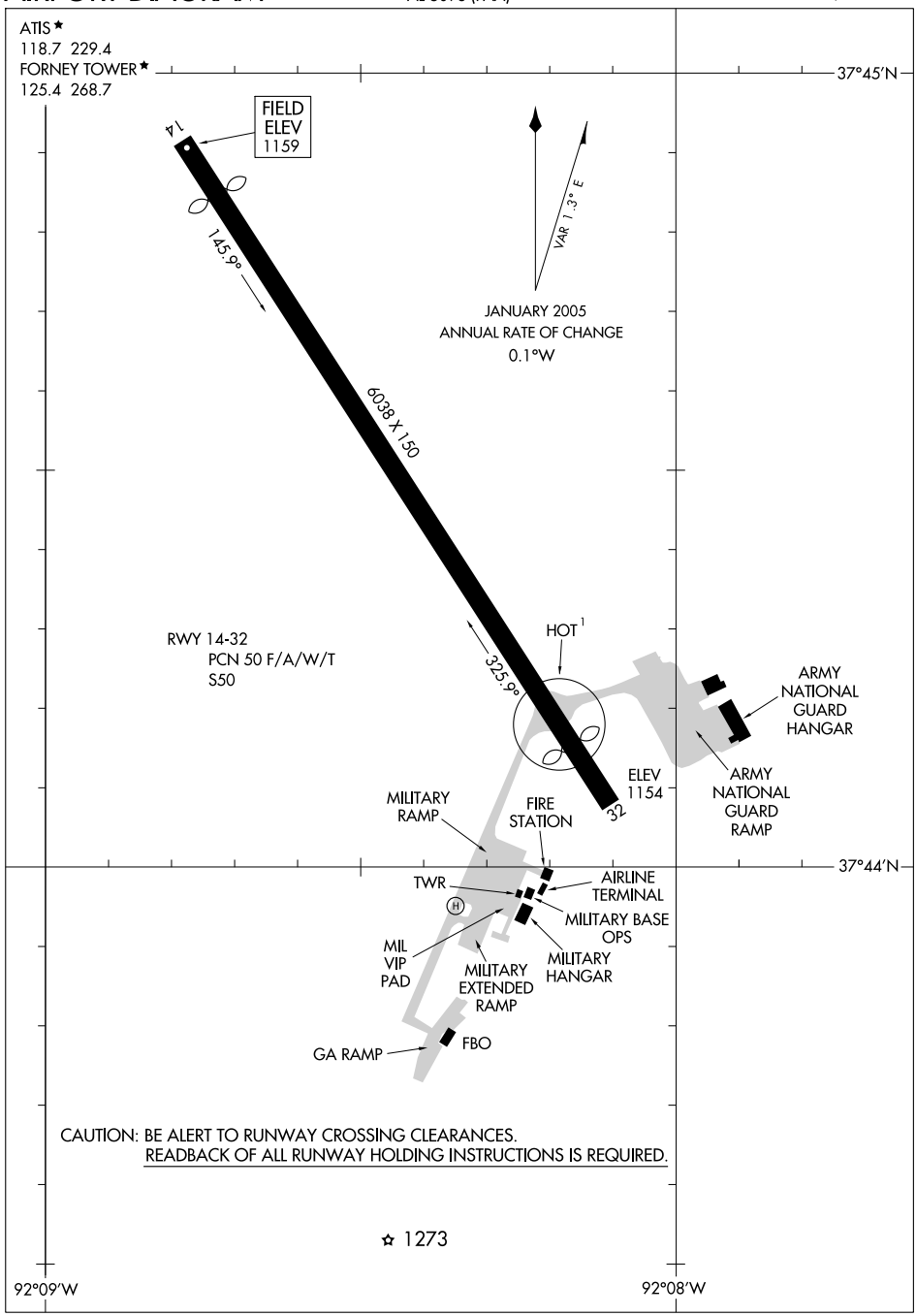
NC-3. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

FT. LEONARD WOOD/WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

AL-5093 (FAA)

FT. LEONARD WOOD, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

| LOC/DME I-TBN | APP CRS | Rwy Idg | 5537 |
|---|---|---|---|
| 110.9 | 144° | TDZE | 1158 |
| Chan 46 | | Apt Elev | 1159 |

# ILS or LOC RWY 14

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

When local altimeter setting not received, use Rolla/Vichy altimeter setting.
VDP NA when using Rolla/Vichy altimeter setting.
For inoperative MALSR, increase S-LOC-14 Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

| ATIS* | KANSAS CITY CENTER | FORNEY TOWER* |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |

Transition to PIMEW INT requires use of SHY R-111 and VIH R-237.
Transition to GIJOE INT requires use of TBN R-323 and VIH R-224.

3000 NoPT 111° (16.9)

IAF SUNSHINE 108.4 SHY Chan 21

VICHY 117.7 VIH Chan 124

3000 224° (30.9)

(IF) PIMEW INT I-TBN 13

3000 144° (6.7)

(IAF) GIJOE OM I-TBN 6.3

3000 to GIJOE 323° (5.8)

FORNEY 110.0 TBN

LOCALIZER 110.9 I-TBN Chan 46

MSA TBN 25 NM
2900
10 NM

BUCKHORN 391 BHN

CANNON A MOA

LINDBERGH A MOA

R-4501H R-4501F R-4501B R-4501A R-44501E R-4501C,D

1730 1341 1349 1320 1271 1219± 1273

ELEV 1159

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

1208±

TDZE 1158

144° 5.3 NM from FAF

6038 X 150

1249

1250

Remain within 10 NM

GIJOE OM I-TBN 6.3

2931

3000 144° 3000

I-TBN 1.8

I-TBN 1

GS 3.00° TCH 49

4.5 NM 0.8

| 1700 | 3000 | PIMEW INT |
|---|---|---|
| | TBN R-324 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 1358-½ 200 (200-½) | | | |
| S-LOC 14 | 1480-½ 322 (400-½) | | | 1480-¾ 322 (400-¾) |
| CIRCLING | 1580-1 421 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |
| ROLLA/VICHY ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 14 | 1427-½ 269 (300-½) | | | |
| S-LOC 14 | 1540-½ 382 (400-½) | | | 1540-¾ 382 (400-¾) |
| CIRCLING | 1660-1 501 (600-1) | | 1720-1½ 561 (600-1½) | 1720-2 561 (600-2) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB BHN | APP CRS | | |
|---|---|---|---|
| 391 | 143° | Rwy Idg | 5537 |
| | | TDZE | 1158 |
| | | Apt Elev | 1159 |

FT. LEONARD WOOD/
WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN)

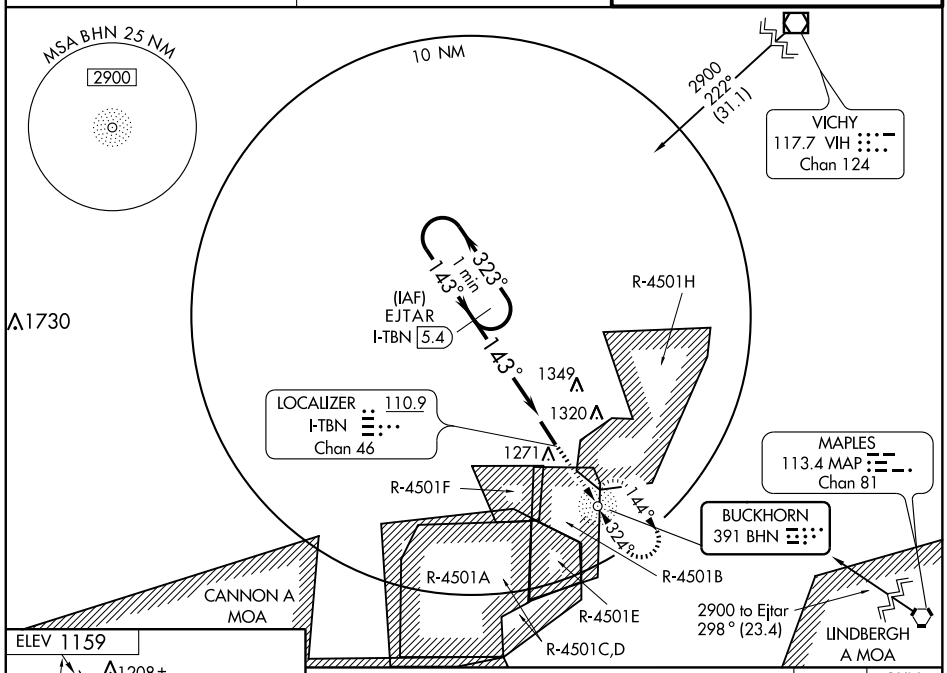
# NDB/DME RWY 14

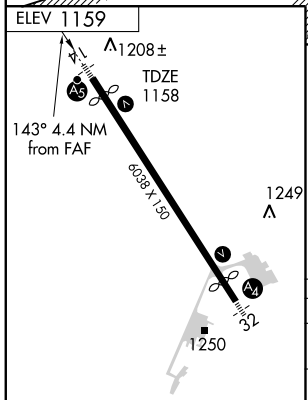
NA When Forney control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or H in use.
Simultaneous reception of I-TBN DME and BHN NDB required.
Inoperative table does not apply.

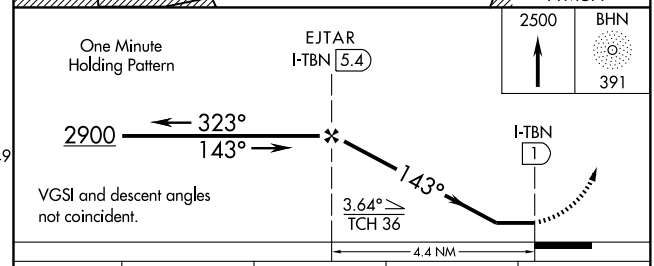
MALSR

MISSED APPROACH: Climb to 2500 direct BHN NDB and hold.

| ATIS * | KANSAS CITY CENTER | FORNEY TOWER * |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1600-1 | 442 (500-1) | 1600-1¼ 442 (500-1¼) | NA |
| CIRCLING | 1600-1 441 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |
| ROLLA NATIONAL ALTIMETER SETTING | | | | |
| S-14 | 1680-1 | 522 (600-1) | 1680-1½ 522 (600-1½) | NA |
| CIRCLING | 1680-1 | 521 (600-1) | 1720-1½ 561 (600-1½) | 1720-2 561 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB BHN | APP CRS | | |
|---|---|---|---|
| 391 | 324° | Rwy Idg | 5512 |
| | | TDZE | 1153 |
| | | Apt Elev | 1159 |

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

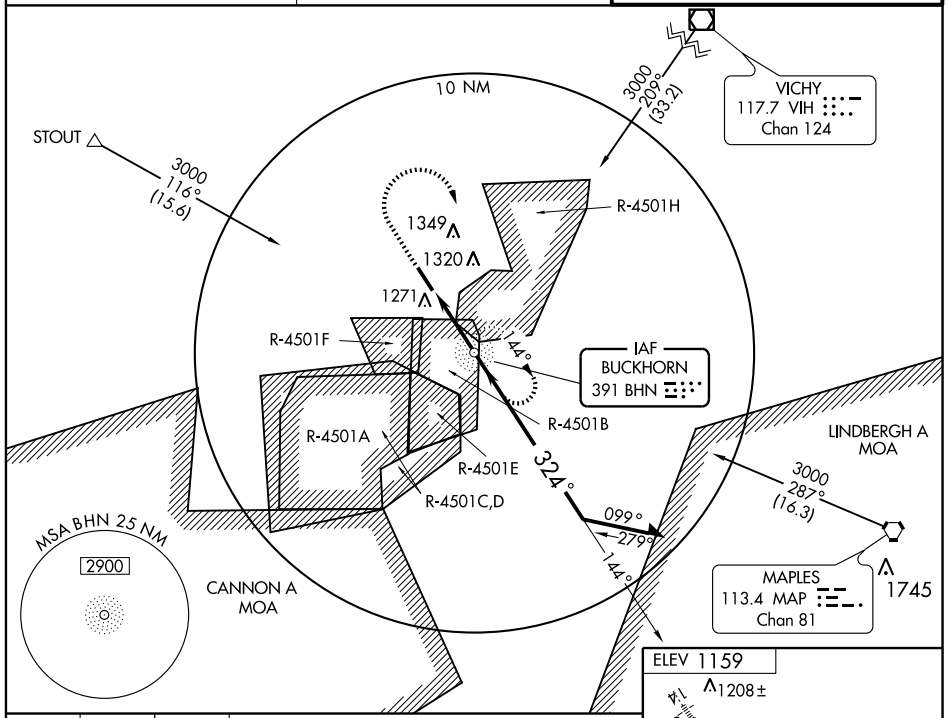
# NDB RWY 32

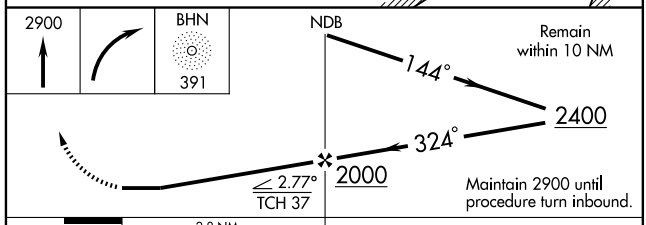
When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

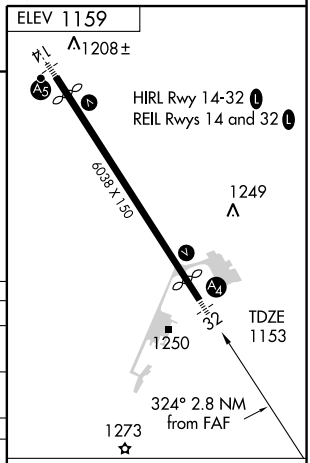
MALS

MISSED APPROACH: Climb to 2900 then right turn direct BHN NDB and hold.

| ATIS ★ | KANSAS CITY CENTER | FORNEY TOWER ★ |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1580-1 427 (500-1) | | 1580-1¼ 427 (500-1¼) | 1580-1½ 427 (500-1½) |
| CIRCLING | 1580-1 421 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |
| ROLLA NATIONAL ALTIMETER SETTING | | | | |
| S-32 | 1660-1 507 (600-1) | | 1660-1½ 507 (600-1½) | |
| CIRCLING | 1660-1 501 (600-1) | | 1720-1½ 561 (600-1½) | 1720-2 561 (600-2) |

FAF to MAP 2.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:48 | 1:52 | 1:24 | 1:07 | 0:56 |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS Chan 53499 W14A | APP CRS 144° | Rwy Idg 5537 TDZE 1158 Apt Elev 1159 |
|---|---|---|

# RNAV (GPS) RWY 14

FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat. D.

MALSR

MISSED APPROACH: Climb to 3100 direct MRSHA and hold.

| ATIS * | KANSAS CITY CENTER | FORNEY TOWER * |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1408-½ 250 (300-½) | | | |
| LNAV/ VNAV DA | 1486-¾ 328 (400-¾) | | | |
| LNAV MDA | 1480-½ 322 (400-½) | | | 1480-1 322 (400-1) |
| CIRCLING | 1580-1¼ 421 (500-1¼) | 1620-1¼ 461 (500-1¼) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS Chan 99499 W32A | APP CRS 324° | Rwy Idg 5512 TDZE 1153 Apt Elev 1159 |
|---|---|---|

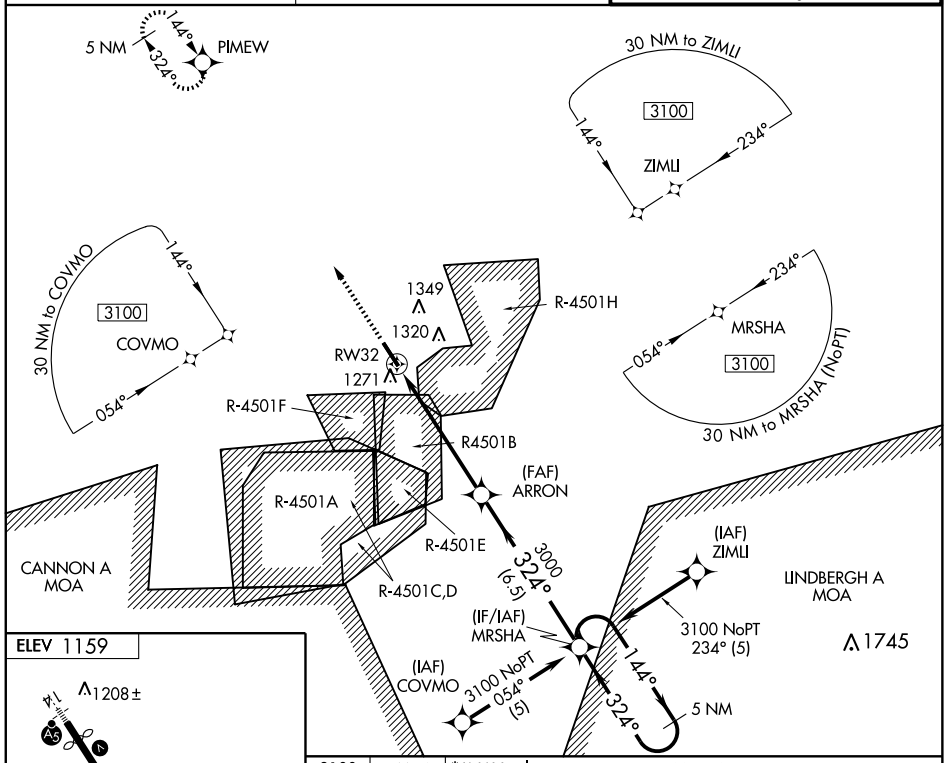
# FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 32

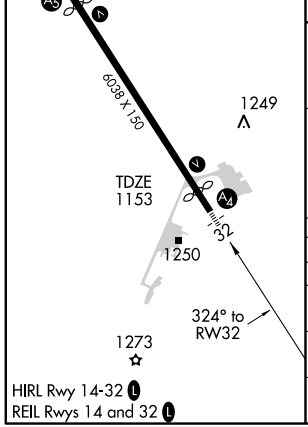
⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. Inoperative table does not apply.

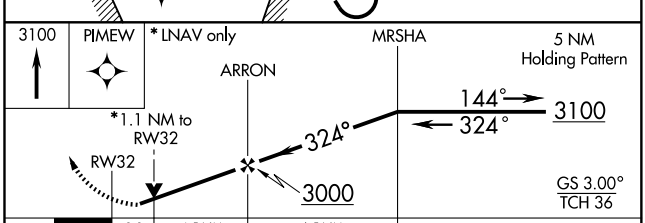
MALS A2

MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

| ATIS * | KANSAS CITY CENTER | FORNEY TOWER * |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1403/50 250 (300-1) | | | |
| LNAV/ VNAV DA | 1541-1½ 388 (400-1½) | | | |
| LNAV MDA | 1540/50 387 (400-1) | | | 1540/60 387 (400-1¼) |
| CIRCLING | 1580-1½ 421 (500-1½) | 1620-1½ 461 (500-1½) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR TBN | APP CRS | Rwy Idg | 5537 |
|---|---|---|---|
| 110.0 | 135° | TDZE | 1158 |
| | | Apt Elev | 1159 |

# VOR RWY 14

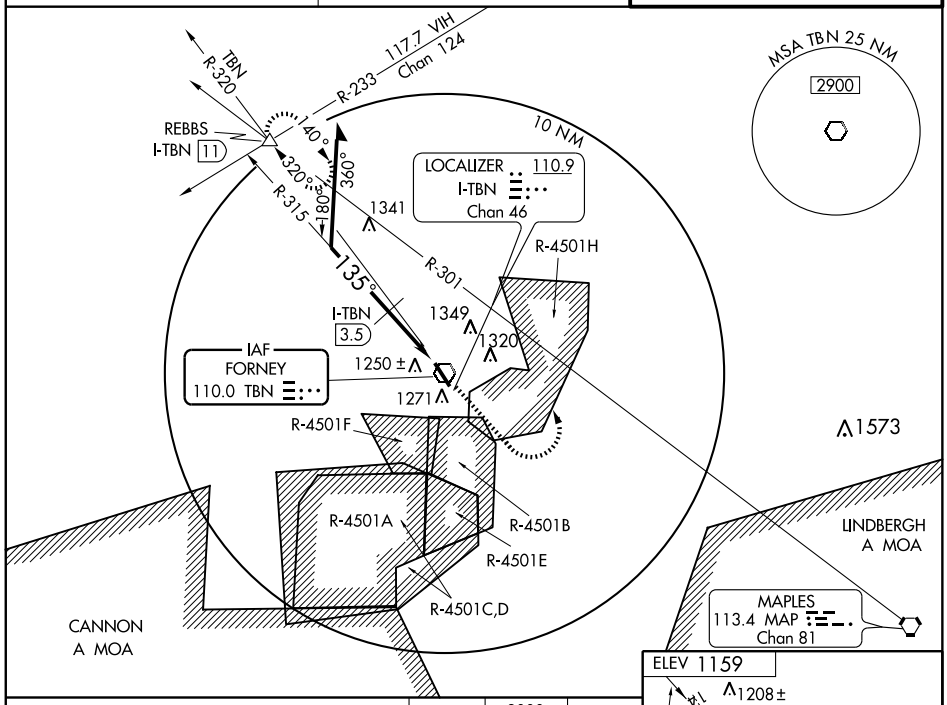
FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

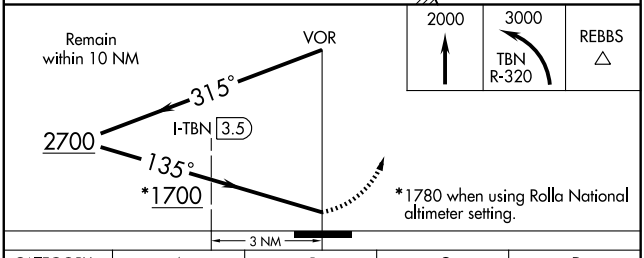
⚠ When control tower closed, use Rolla National altimeter setting: Increase all MDAs 80 feet and all visibilities ½mile. Procedure not authorized when R-4501B or R-4501H in use.

MALSR

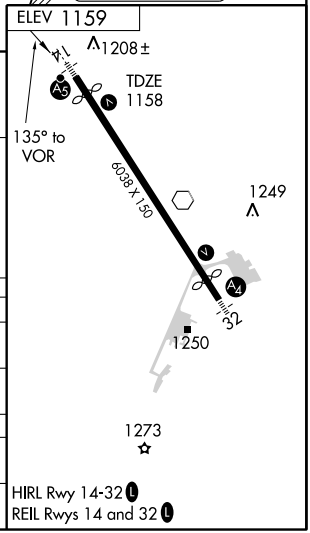
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via TBN R-320 to REBBS Int and hold.

| ATIS * | KANSAS CITY CENTER | FORNEY TOWER * |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




*1780 when using Rolla National altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1700-1 542 (600-1) | | 1700-1½ 542 (600-1½) | 1700-1¾ 542 (600-1¾) |
| CIRCLING | 1700-1 541 (600-1) | | 1700-1½ 541 (600-1½) | 1720-2 561 (600-2) |
| DME MINIMUMS | | | | |
| S-14 | 1500-1 342 (400-1) | | | |
| CIRCLING | 1580-1 421 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR TBN | APP CRS | Rwy Idg | 5512 |
|---|---|---|---|
| 110.0 | 326° | TDZE | 1153 |
| | | Apt Elev | 1159 |

FT. LEONARD WOOD/
WAYNESVILLE ST. ROBERT RGNL FORNEY FIELD (TBN)

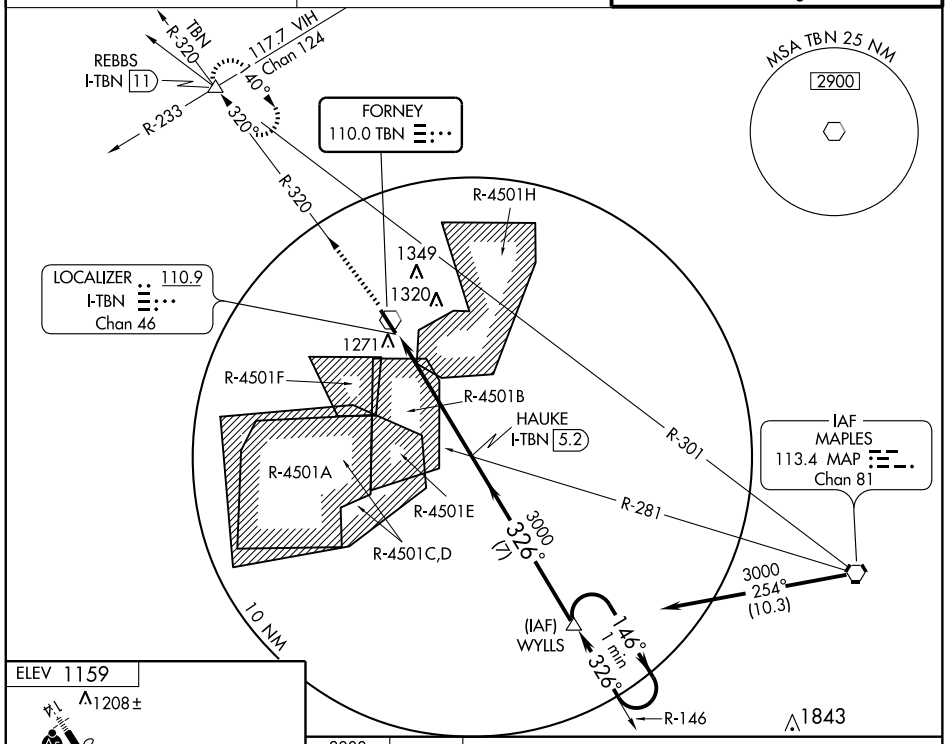
# VOR RWY 32

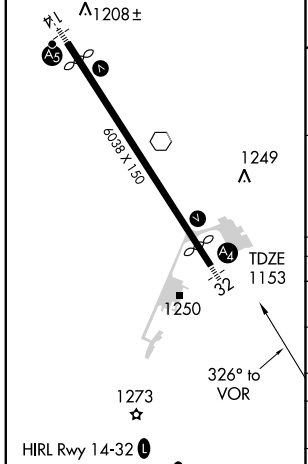
When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

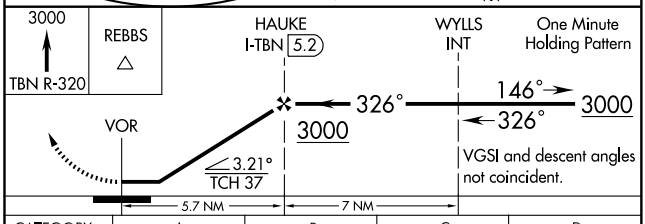
MALS

MISSED APPROACH: Climb to 3000 via TBN R-320 to REBBS Int and hold.

| ATIS * | KANSAS CITY CENTER | FORNEY TOWER * |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1580-1 427 (500-1) | | 1580-1¼ 427 (500-1¼) | 1580-1½ 427 (500-1½) |
| CIRCLING | 1580-1 421 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |
| ROLLA NATIONAL ALTIMETER SETTING | | | | |
| S-32 | 1640-1 487 (500-1) | | 1640-1¼ 487 (500-1¼) | 1640-1½ 487 (500-1½) |
| CIRCLING | 1660-1 501 (600-1) | | 1720-1½ 561 (600-1½) | 1720-2 561 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 015° | TDZE | 880 |
| | Apt Elev | 880 |

# RNAV (GPS) RWY 1

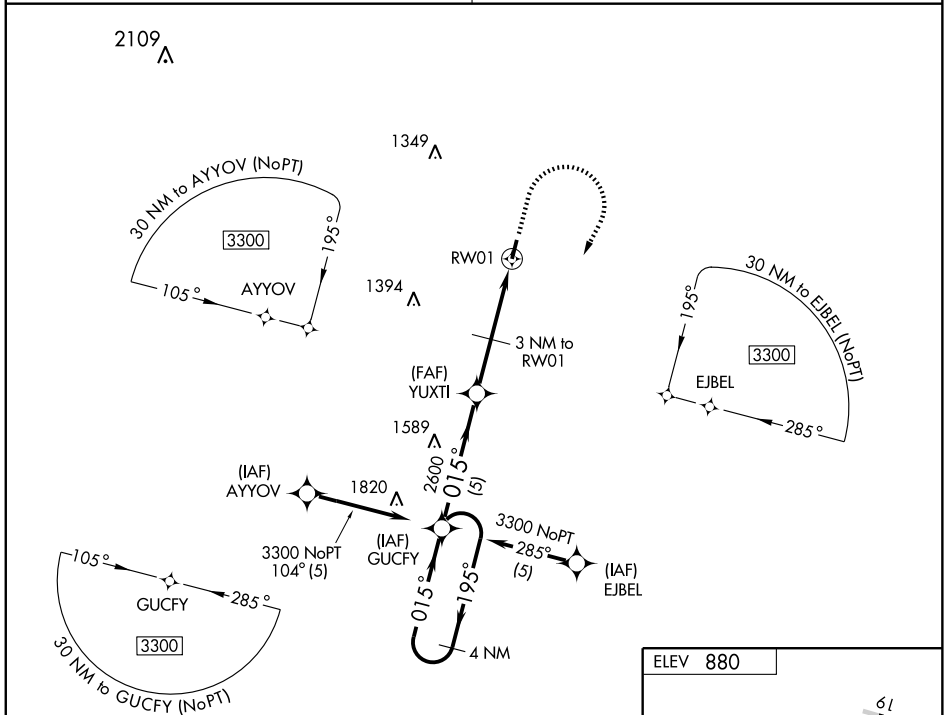
FREDERICKTOWN RGNL (H88)

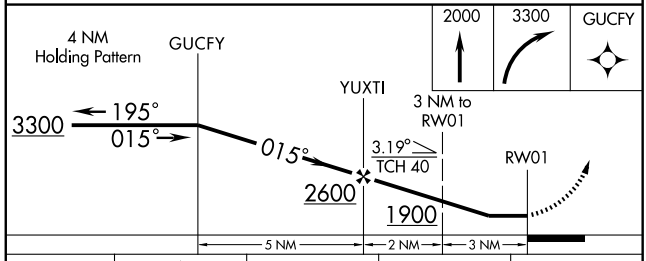
Use Farmington Regional altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

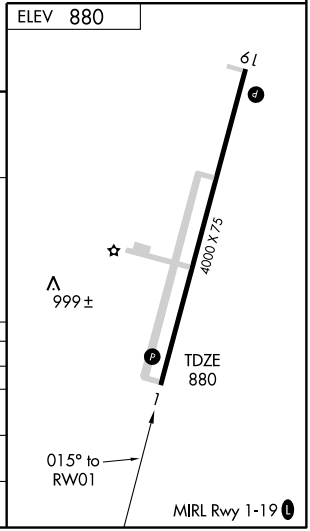
KANSAS CITY CENTER
**127.47 291.7**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1300-1 420 (500-1) | | NA | |
| CIRCLING | 1420-1 540 (600-1) | | NA | |




NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 195° | TDZE | 880 |
| | Apt Elev | 880 |

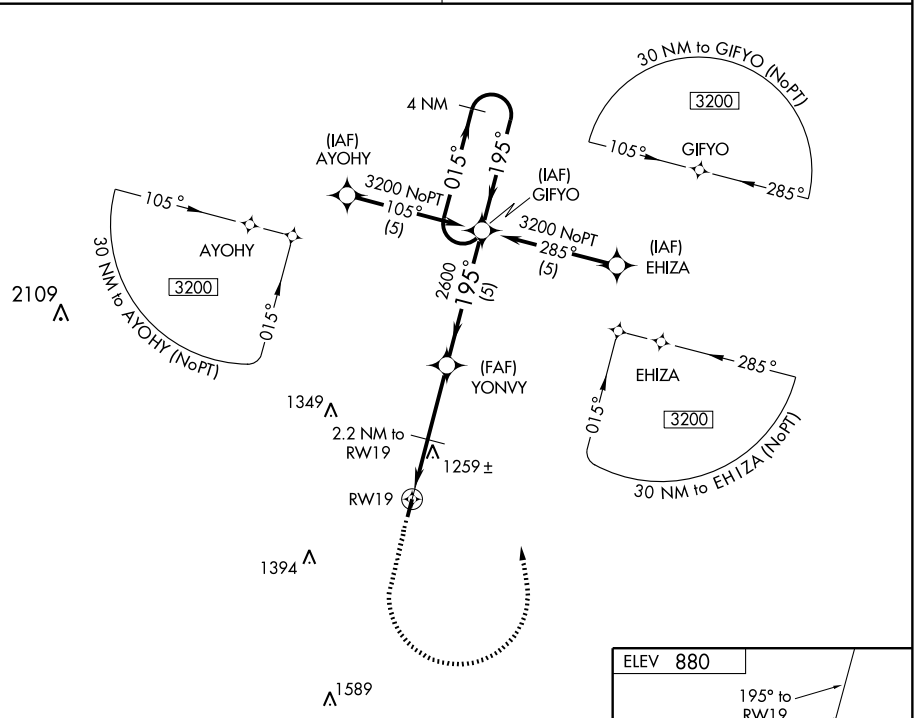
# RNAV (GPS) RWY 19

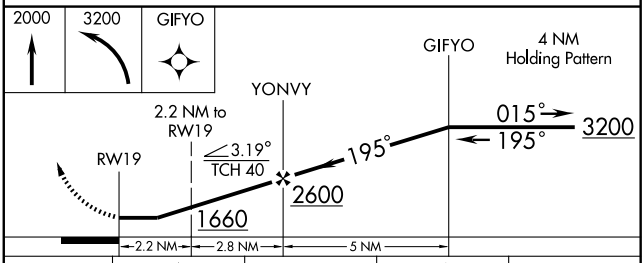
FREDERICKTOWN RGNL (H88)

T
NA Use Farmington Regional altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

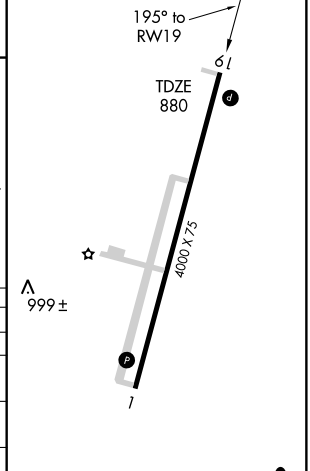
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| **127.47 291.7** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1560-1 680 (700-1) | | NA | |
| CIRCLING | 1560-1 680 (700-1) | | NA | |




NC-3. 08 APR 2010 to 06 MAY 2010

FREDERICKTOWN, MISSOURI

AL-6832 (FAA)

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 030° | TDZE | 880 |
| | Apt Elev | 880 |

# VOR/DME RWY 1

## FREDERICKTOWN RGNL (H88)

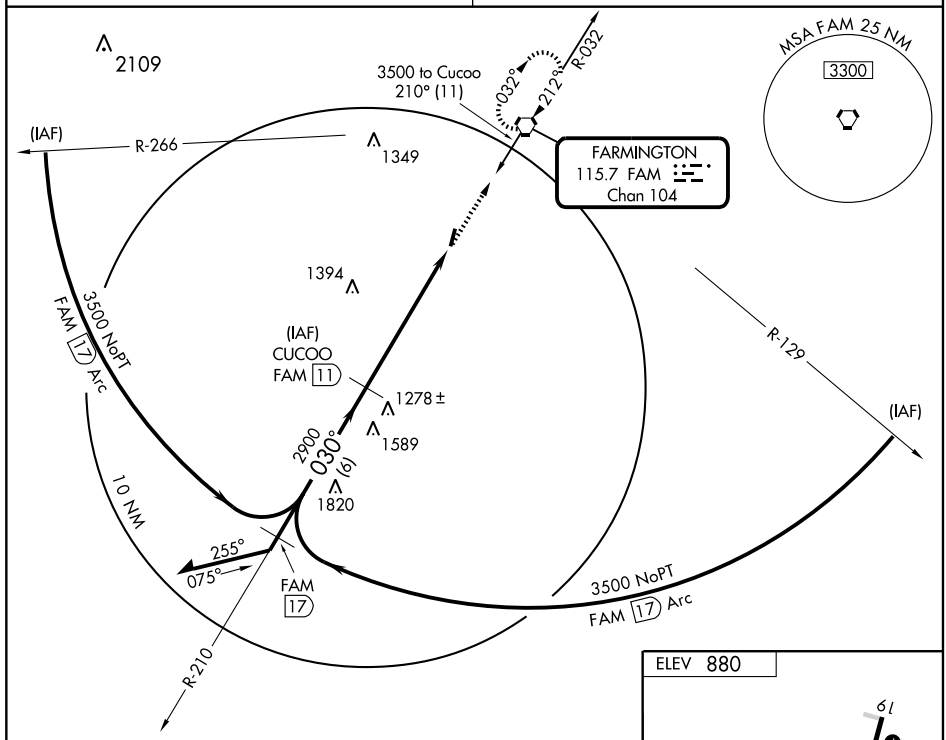
NA

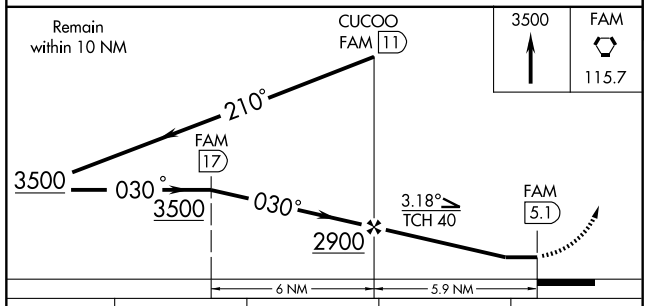
Use Farmington Regional altimeter setting.

MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.

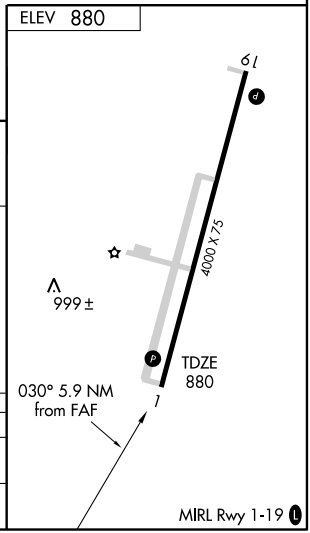
KANSAS CITY CENTER
**127.47 291.7**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1500-1 | 620 (700-1) | NA | |
| CIRCLING | 1500-1 | 620 (700-1) | NA | |




NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | | |
|---|---|---|
| 212° | Rwy ldg | 4000 |
| | TDZE | 880 |
| | Apt Elev | 880 |

# VOR RWY 19

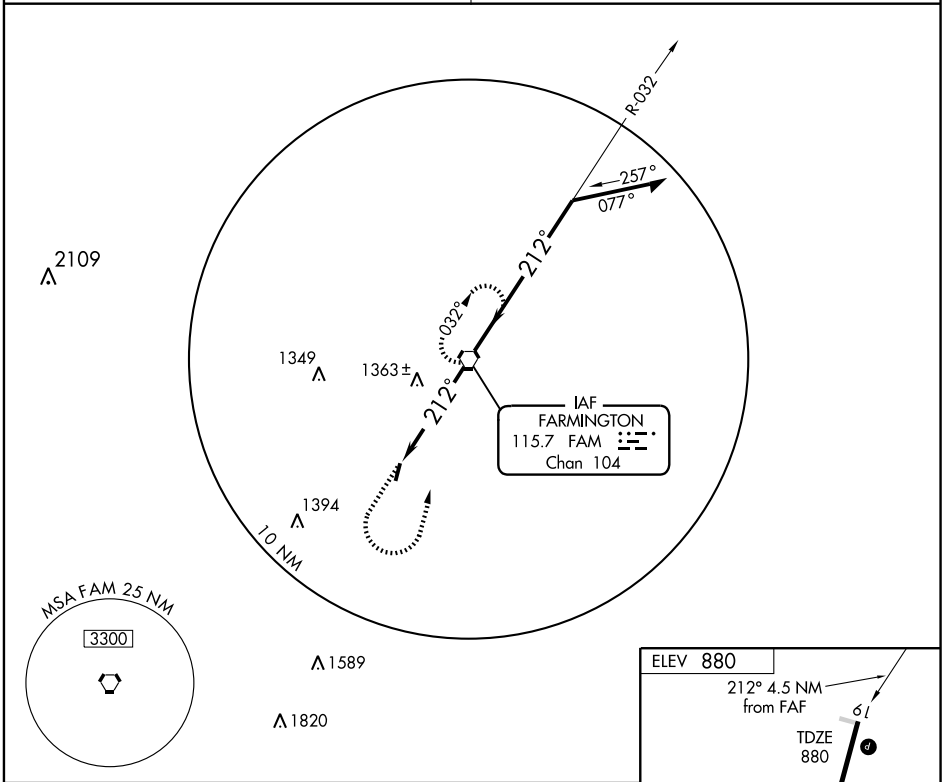
FREDERICKTOWN RGNL(H88)

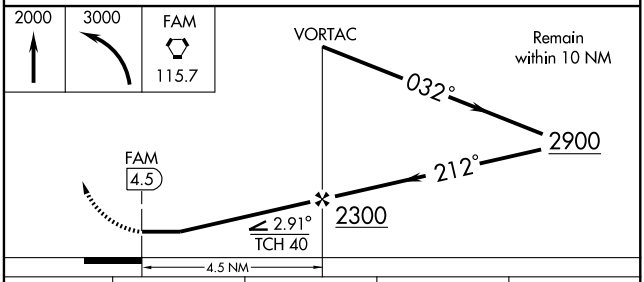
T
NA

Use Farmington Regional altimeter setting.

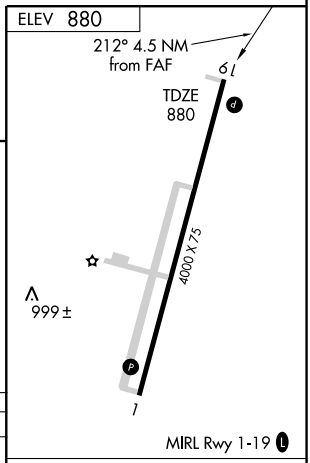
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.47 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1660-1<br>780 (800-1) | 1660-1¼<br>780 (800-1¼) | NA | |
| CIRCLING | 1660-1<br>780 (800-1) | 1660-1¼<br>780 (800-1¼) | NA | |




FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3205 |
|---|---|---|
| 056° | TDZE | 881 |
| | Apt Elev | 886 |

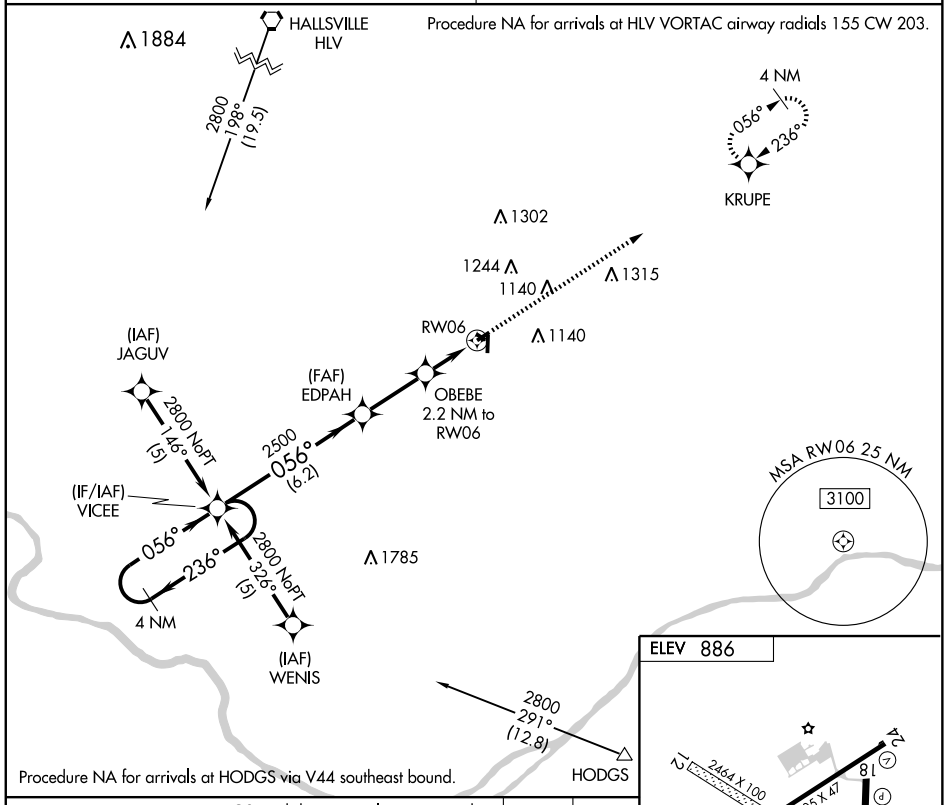
# RNAV (GPS) RWY 6

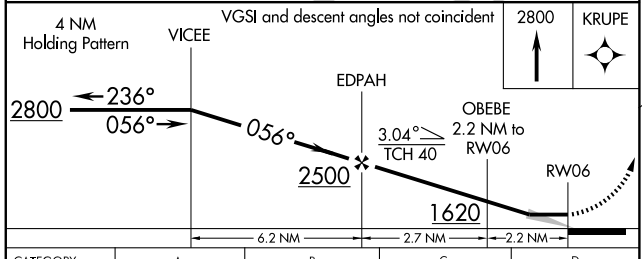
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.

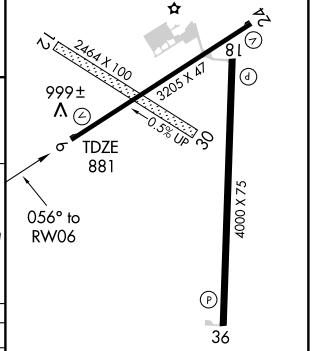
MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 353.7 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 | 419 (500-1) | 1300-1¼ 419 (500-1¼) | NA |
| CIRCLING | 1380-1 | 494 (500-1) | 1380-1½ 494 (500-1½) | NA |




MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 42611 | 181° | TDZE | 881 |
| W18A | | Apt Elev | 886 |

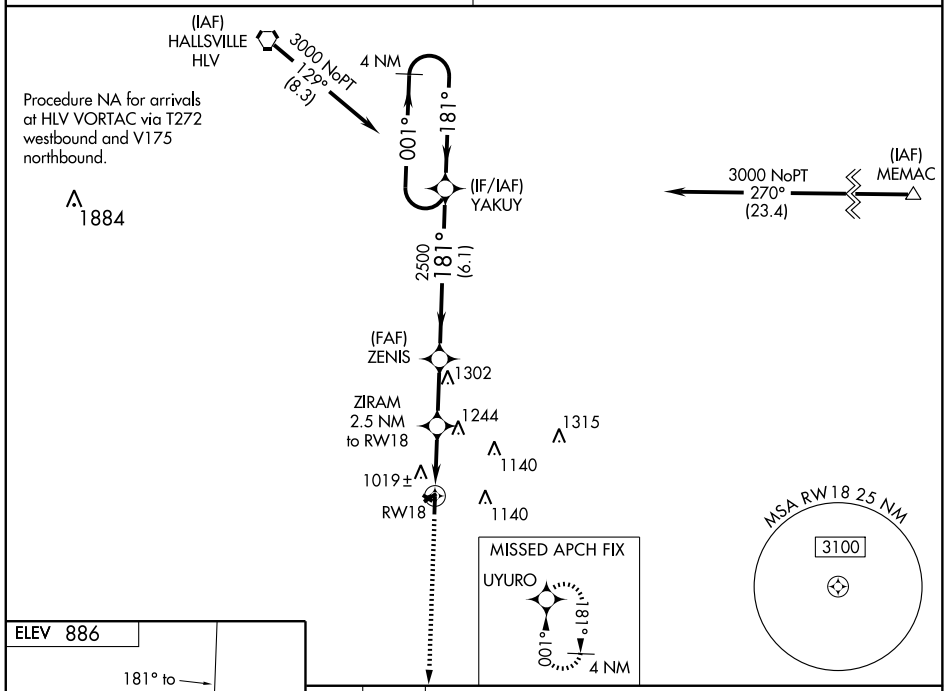
# RNAV (GPS) RWY 18

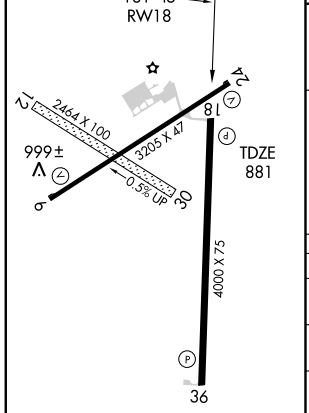
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

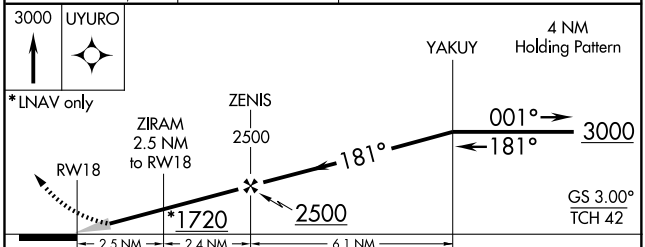
NA Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UYURO and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 353.7 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1155-1 274 (300-1) | | | NA |
| LNAV/ VNAV DA | 1313-1½ 432 (500-1½) | | | NA |
| LNAV MDA | 1520-1 639 (700-1) | | 1520-1¾ 639 (700-1¾) | NA |
| CIRCLING | 1520-1 634 (700-1) | | 1520-1¾ 634 (700-1¾) | NA |

MIRL Rwys 5-23 and 18-36
REIL Rwys 5, 23, 18, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3205 |
|---|---|---|
| 236° | TDZE | 881 |
| | Apt Elev | 886 |

# RNAV (GPS) RWY 24

FULTON/ ELTON HENSLEY MEMORIAL (FTT)

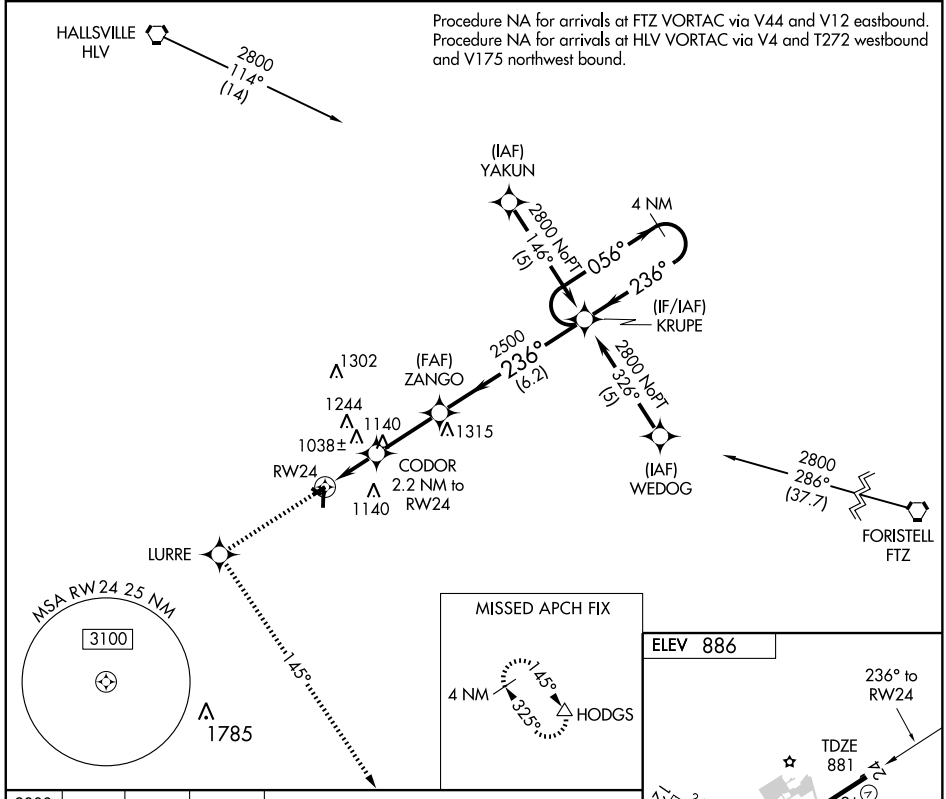
T
A NA

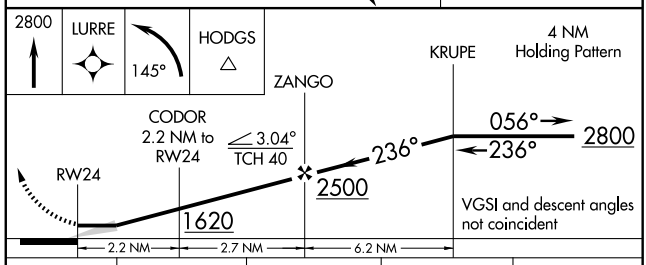
DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

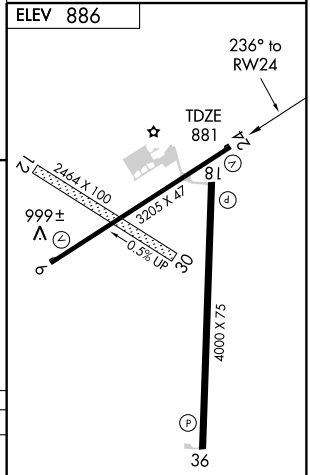
| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 353.7 | 122.7 (CTAF) |

Procedure NA for arrivals at FTZ VORTAC via V44 and V12 eastbound.
Procedure NA for arrivals at HLV VORTAC via V4 and T272 westbound and V175 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 439 (500-1) | | 1320-1¼ 439 (500-1¼) | NA |
| CIRCLING | 1380-1 494 (500-1) | | 1380-1½ 494 (500-1½) | NA |




MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 86811 | 001° | TDZE | 881 |
| W36A | | Apt Elev | 886 |

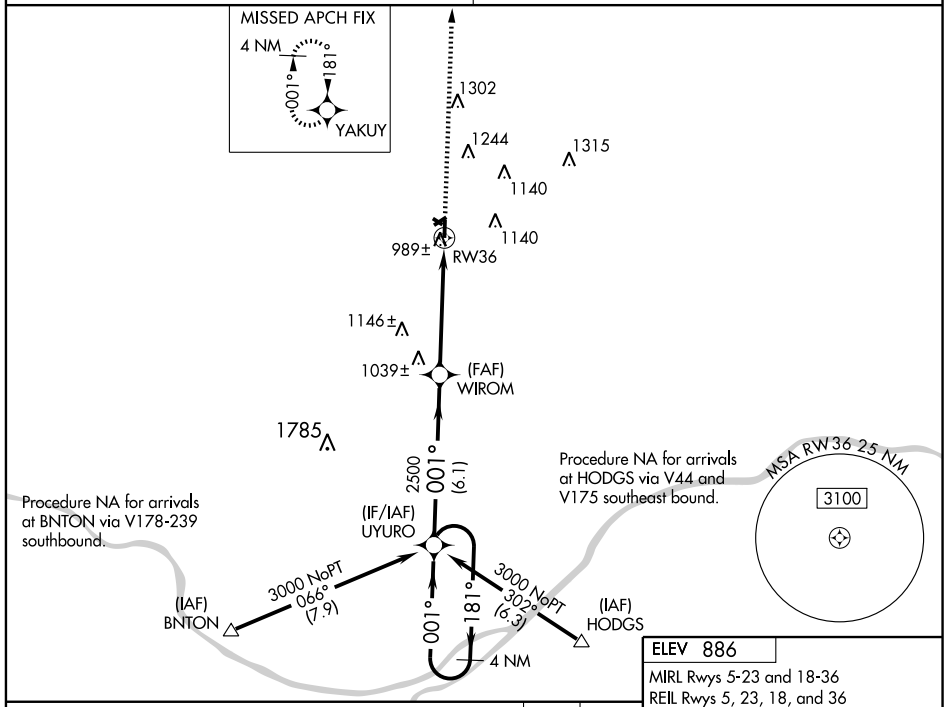
# RNAV (GPS) RWY 36

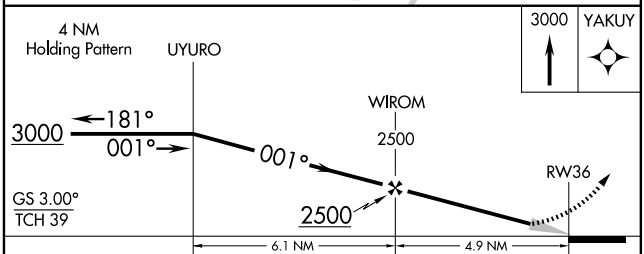
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

T ANA — Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 353.7 | 122.7 (CTAF) |



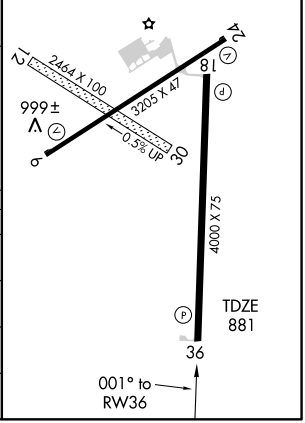




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1155-1 274 (300-1) | | | NA |
| LNAV/VNAV DA | 1283-1½ 402 (400-1½) | | | NA |
| LNAV MDA | 1280-1 399 (400-1) | | | NA |
| CIRCLING | 1380-1 494 (500-1) | | 1380-1½ 494 (500-1½) | NA |

ELEV 886

MIRL Rwys 5-23 and 18-36

REIL Rwys 5, 23, 18, and 36




NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC HLV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.2 | 154° | TDZE | N/A |
| Chan 89 | | Apt Elev | 886 |

# VOR-A

FULTON/ ELTON HENSLEY MEMORIAL (FTT)

Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

MIZZU APP CON
**124.375 353.7**

UNICOM
**122.7** (CTAF)

Procedure NA for arrivals at HLV VORTAC on airway radials 095 CW 203.

IF/IAF
HALLSVILLE
114.2 HLV
Chan 89

R-334
2600 NoPT
154° (12.5)
199°
019°
1884
154°
(IAF)
AGAST INT
HLV 12.5
334°
1302
R-050
154°
1244
1315
1140
MAFJA INT
HLV 17.3
2600
050° (10.6)
R-077
1140
1785
10 NM

COLUMBIA
110.2 COU
Chan 39

MSA HLV 25 NM
3100

ELEV 886
154° 4.8 NM from FAF
2454 X 100
3205 X 47
999±
0.5% UP
4000 X 75
MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

Remain within 10 NM
AGAST INT
HLV 12.5
334°
2600
154°
2600
MAFJA INT
HLV 17.3
4.8 NM

2600
HLV
R-154
AGAST
HLV
12.5

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1520-1 634 (700-1) | | 1520-1¾ 634 (700-1¾) | NA |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NC-3, 08 APR 2010 to 06 MAY 2010

| VORTAC MAW | APP CRS | Rwy Idg 4504 |
|---|---|---|
| 111.2 | 175° | TDZE 268 |
| Chan 49 | | Apt Elev 268 |

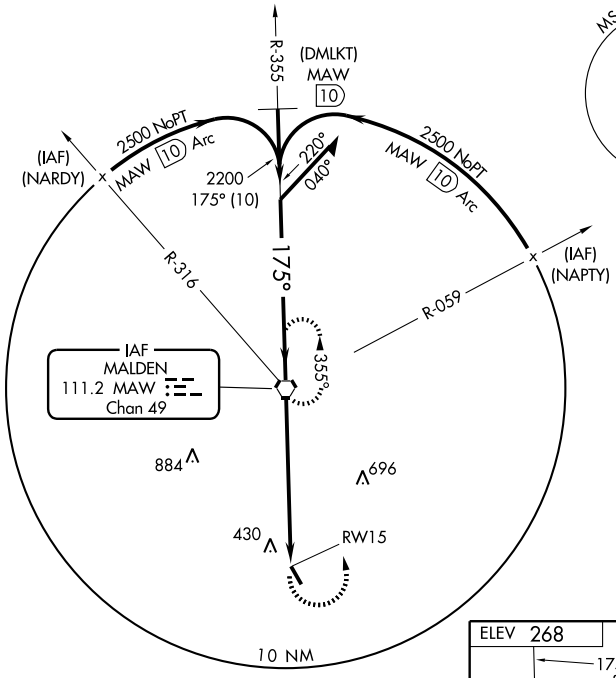
# VOR or GPS RWY 15

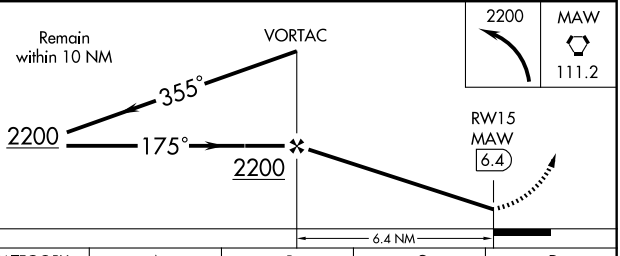
GIDEON MEMORIAL (M85)

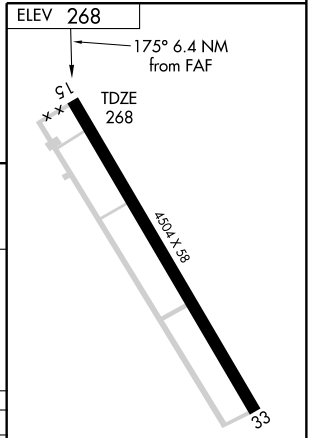
NA Procedure not authorized at night. Use Dyersburg, TN altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct MAW VORTAC and hold.

| DYERSBURG AWOS-3 | MEMPHIS CENTER | CTAF |
|---|---|---|
| 135.625 | 133.65 292.15 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 820-1 | 552 (600-1) | 820-1½ 552 (600-1½) | 820-1¾ 552 (600-1¾) |
| CIRCLING | 860-1 | 592 (600-1) | 860-1½ 592 (600-1½) | 860-2 592 (600-2) |

FAF to MAP 6.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4206 |
|---|---|---|
| 088° | TDZE | 818 |
| | Apt Elev | 835 |

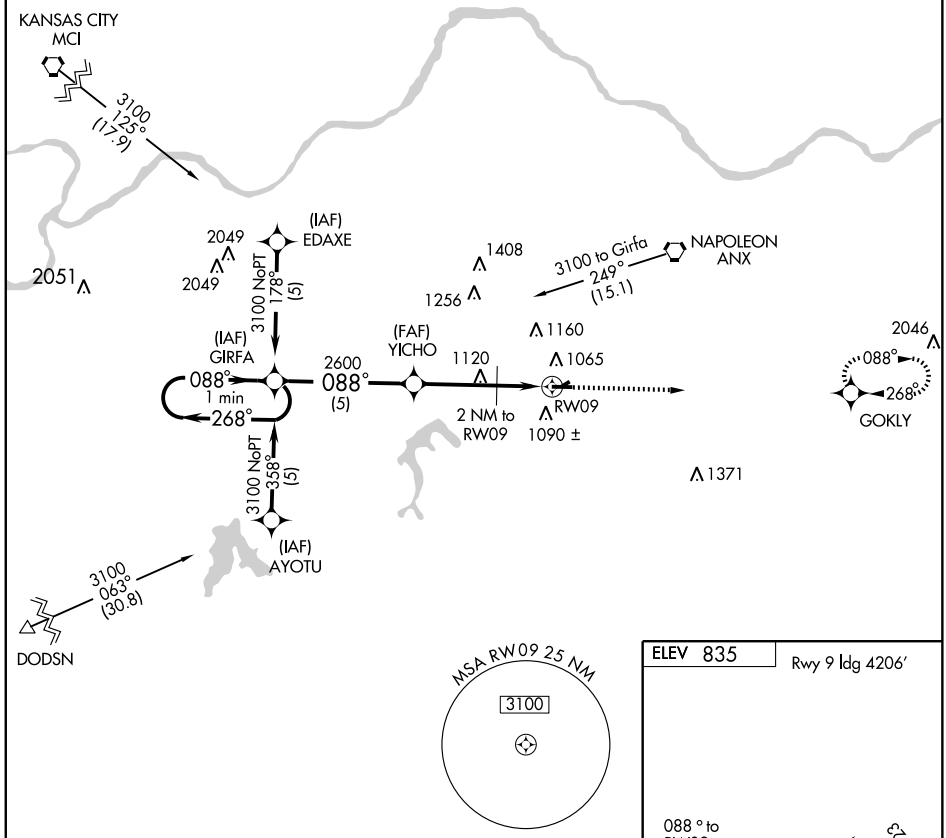
# GPS RWY 9

GRAIN VALLEY/ EAST KANSAS CITY (3GV)

NA — Use Charles B. Wheeler Downtown Airport altimeter setting.

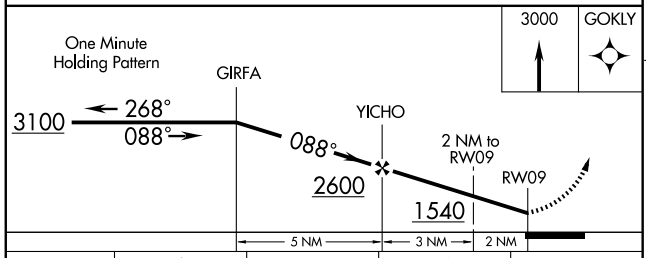
MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 294.7 | 121.3 | 122.8 (CTAF) L |













| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1400-1 | 582 (600-1) | NA | |
| CIRCLING | 1460-1 | 625 (700-1) | NA | |




REIL Rwy 9 L
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4506 |
|---|---|---|
| 268° | TDZE | 818 |
| | Apt Elev | 835 |

# GPS RWY 27

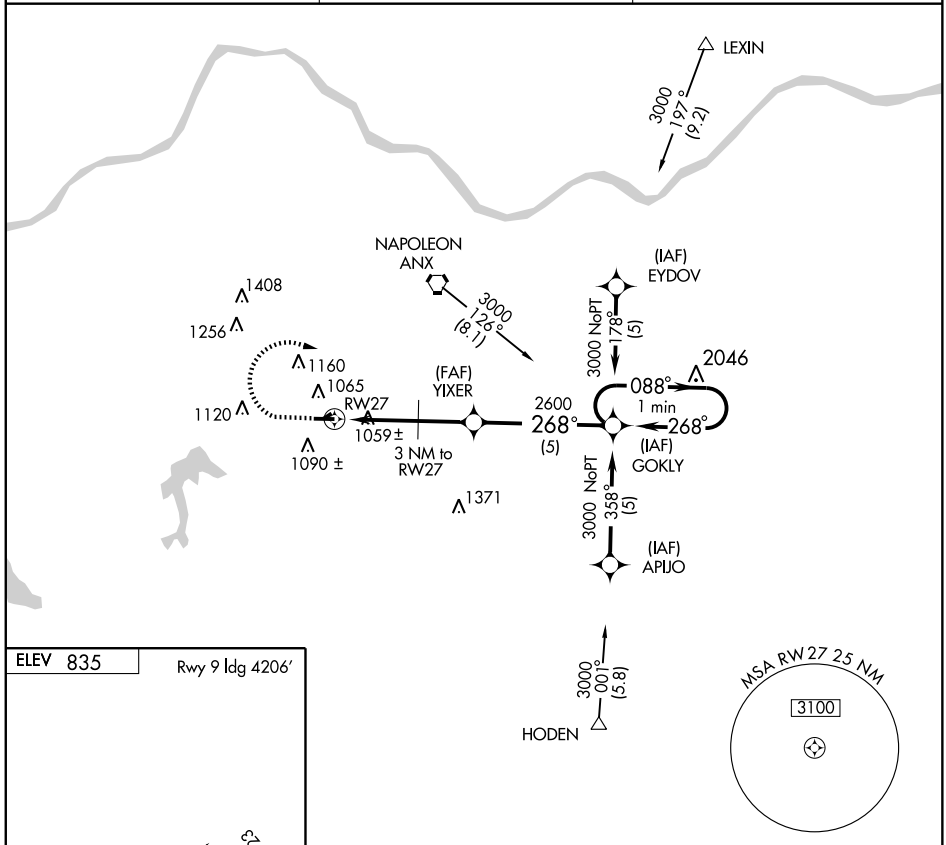
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.

NA

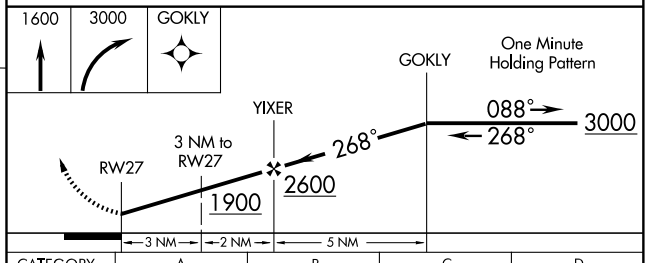
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 294.7 | 121.3 | 122.8 (CTAF) L |










REIL Rwy 9 L
MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1380-1 | 562 (600-1) | NA | |
| CIRCLING | 1460-1 | 625 (700-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC ANX 114.0 Chan 87 | APP CRS 264° | Rwy Idg 4506 TDZE 818 Apt Elev 835 |
|---|---|---|

# VOR/DME RNAV RWY 27

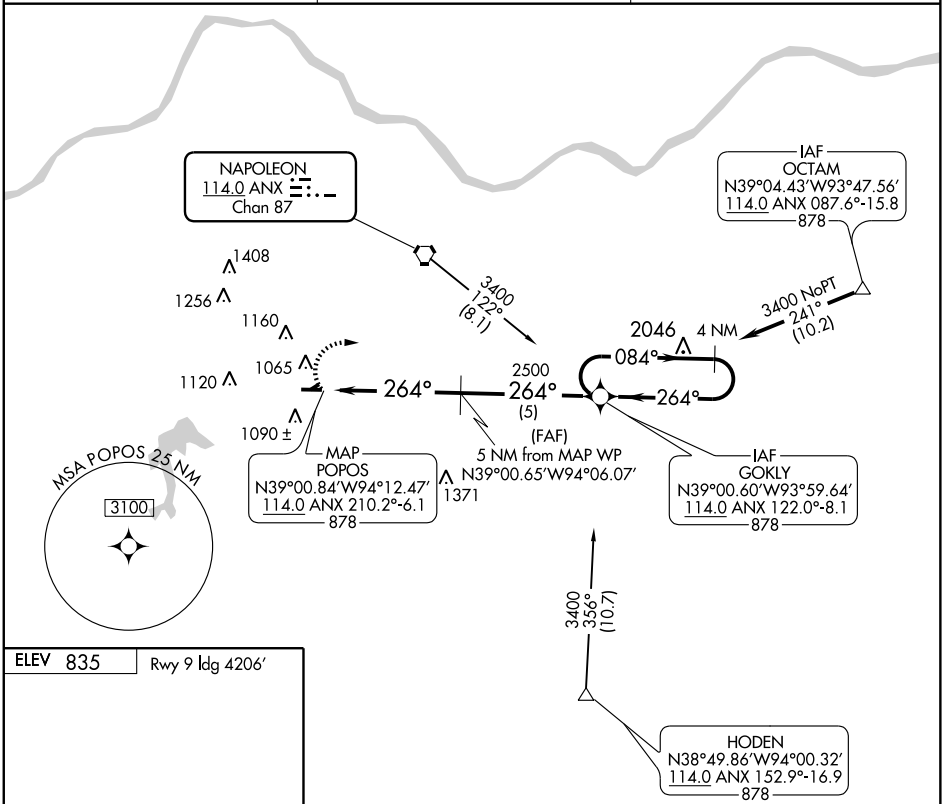
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.

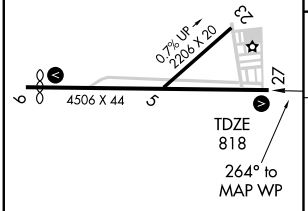
NA

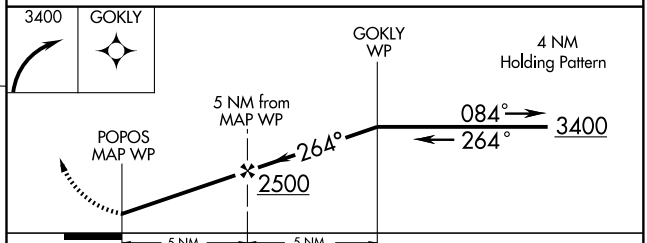
MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 294.7 | 121.3 | 122.8 (CTAF) L |




ELEV 835 Rwy 9 Idg 4206'




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1420-1 | 602 (600-1) | NA | |
| CIRCLING | 1460-1 | 625 (700-1) | NA | |

REIL Rwy 9 L

MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC ANX | APP CRS | Rwy Idg | 2206 |
|---|---|---|---|
| 114.0 | 212° | TDZE | 835 |
| Chan 87 | | Apt Elev | 835 |

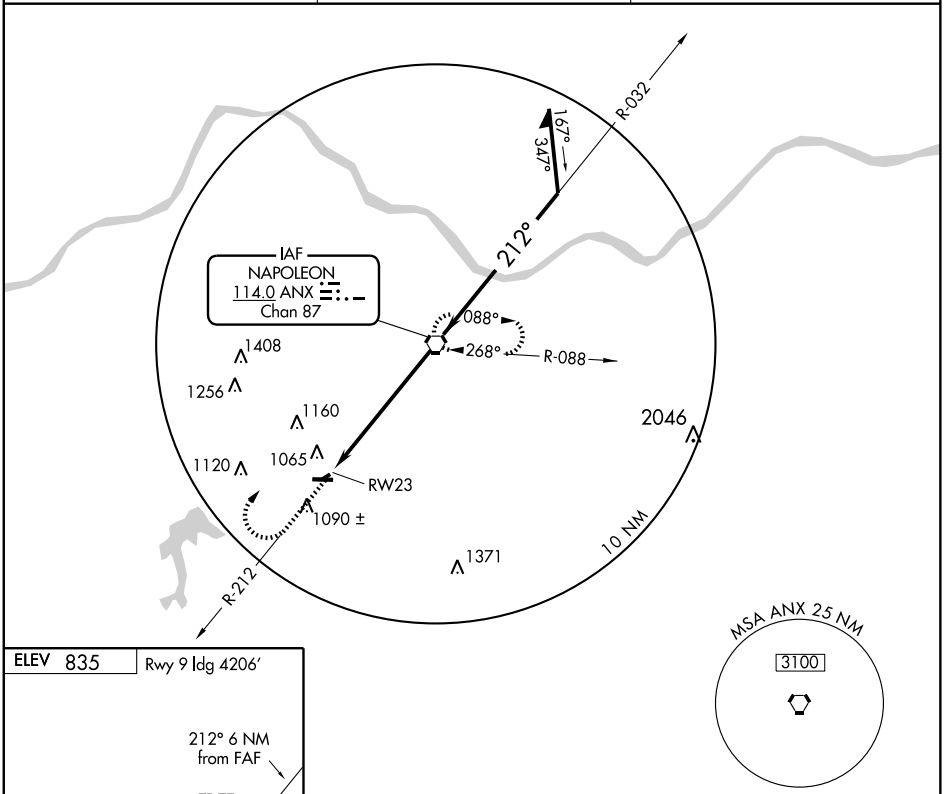
# VOR or GPS RWY 23

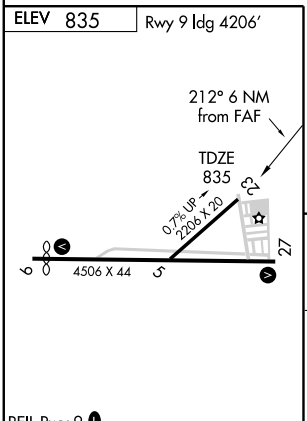
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.
Straight-in minimums Rwy 23 not authorized at night.
⚠ NA

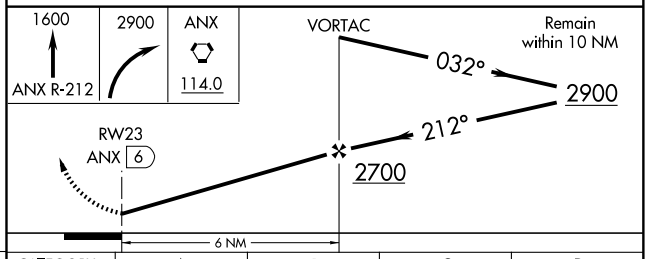
MISSED APPROACH: Climb to 1600 via ANX R-212 then climbing right turn to 2900 direct ANX VORTAC and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 294.7 | 121.3 | 122.8 (CTAF) L |




REIL Rwy 9 L
MIRL Rwy 9-27 L




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1400-1 | 565 (600-1) | NA | |
| CIRCLING | 1460-1 | 625 (700-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

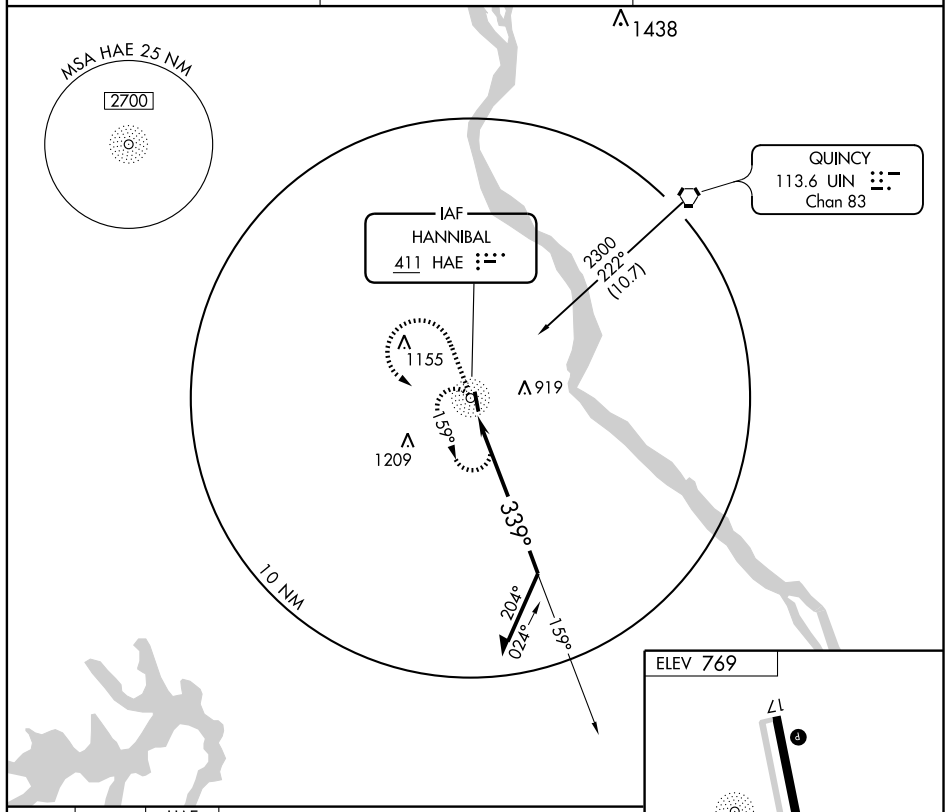
| HAE NDB | APP CRS | Rwy Idg | 4400 |
|---|---|---|---|
| 411 | 339° | TDZE | 769 |
| | | Apt Elev | 769 |

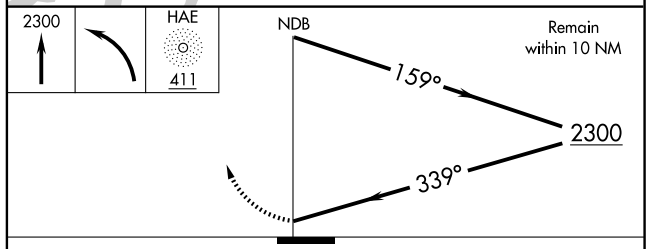
# NDB RWY 35
## HANNIBAL RGNL (HAE)

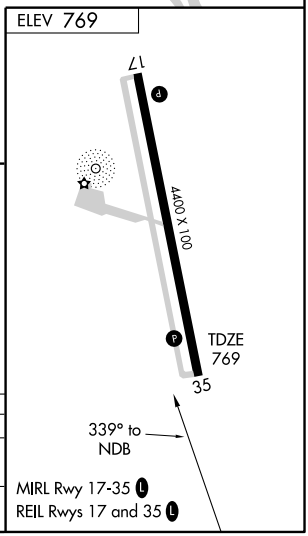
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1380-1 | 611 (700-1) | 1380-1¾<br>611 (700-1¾) | NA |
| CIRCLING | 1380-1 | 611 (700-1) | 1380-1¾<br>611 (700-1¾) | NA |

NC-3, 08 APR 2010 to 06 MAY 2010

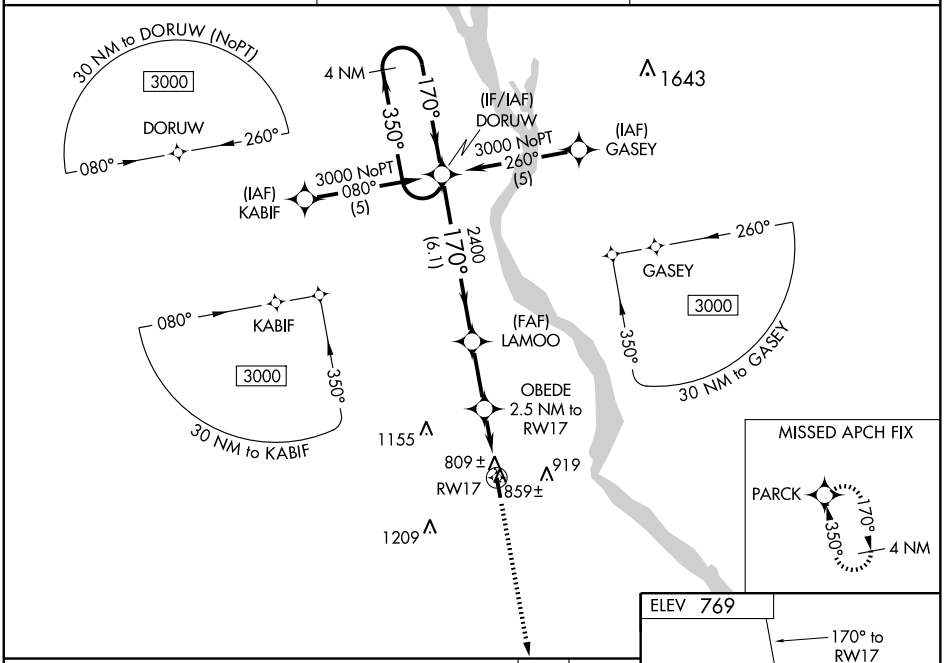
| WAAS CH 62812 W17A | APP CRS 170° | Rwy Idg 4400 TDZE 769 Apt Elev 769 |
|---|---|---|

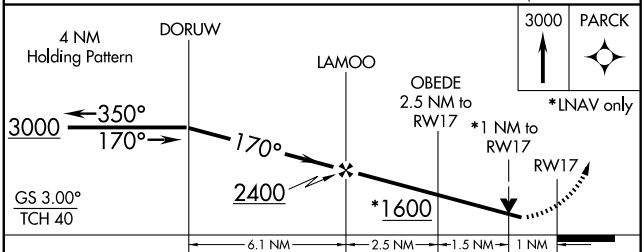
# RNAV (GPS) RWY 17
## HANNIBAL RGNL (HAE)

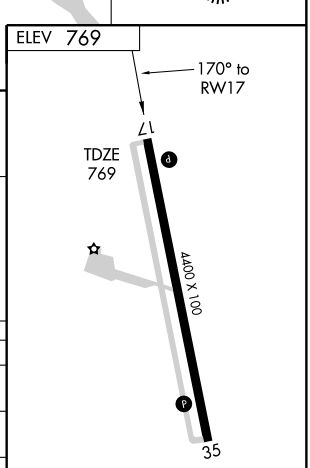
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000 direct PARCK and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1019-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1079-1¼ 310 (400-1¼) | | | NA |
| LNAV MDA | 1120-1 351 (400-1) | | | NA |
| CIRCLING | 1260-1 491 (500-1) | | 1260-1½ 491 (500-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

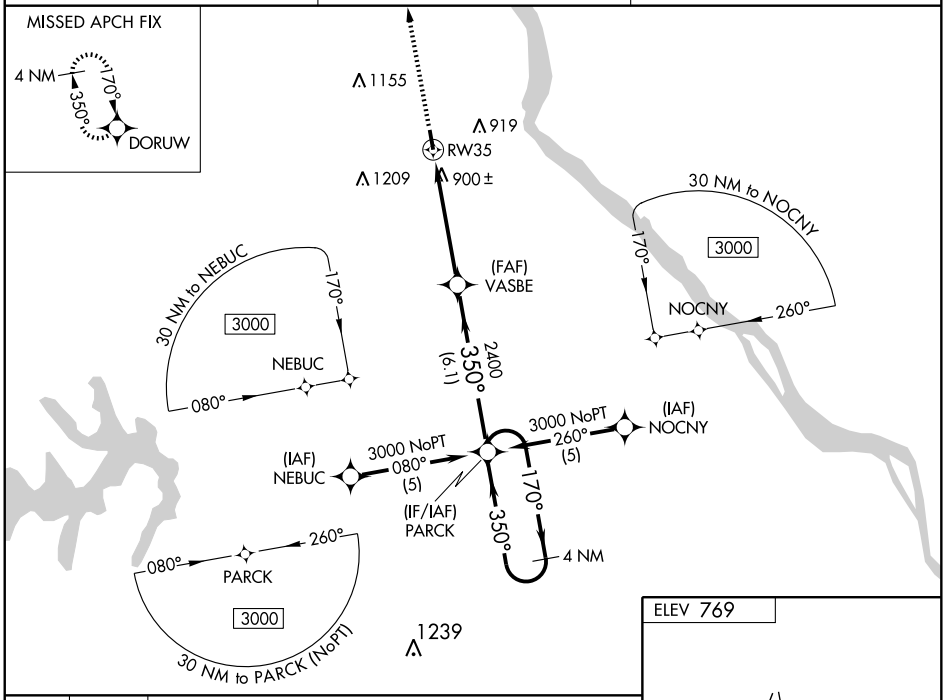
| WAAS | APP CRS | Rwy Idg | 4400 |
|---|---|---|---|
| CH 72612 | 350° | TDZE | 769 |
| W35A | | Apt Elev | 769 |

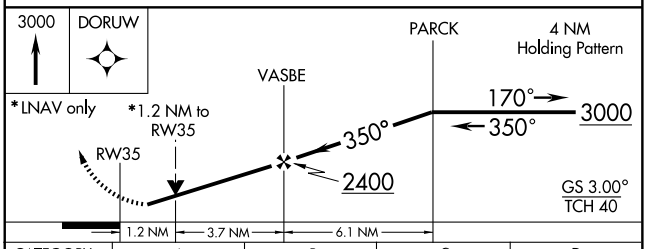
# RNAV (GPS) RWY 35
## HANNIBAL RGNL (HAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

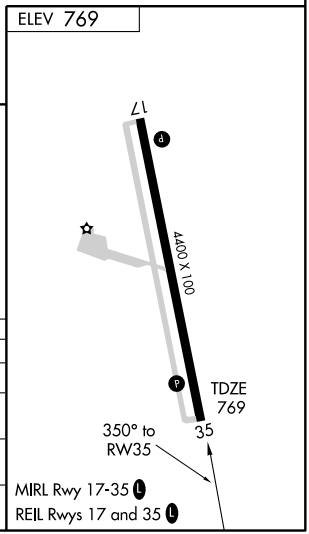
MISSED APPROACH: Climb to 3000 direct DORUW and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1019-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1242-1¾ 473 (500-1¾) | | | NA |
| LNAV MDA | 1200-1 431 (500-1) | | 1200-1¼ 431 (500-1¼) | NA |
| CIRCLING | 1260-1 491 (500-1) | | 1260-1½ 491 (500-1½) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010

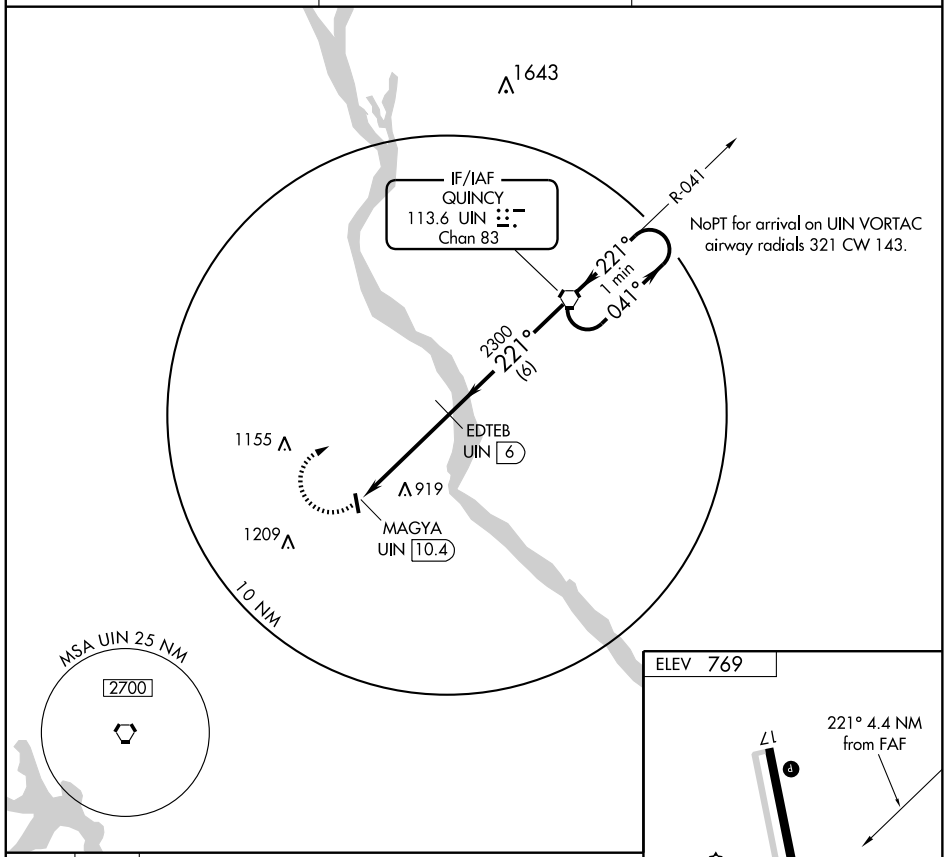
| VORTAC UIN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 221° | TDZE | N/A |
| Chan 83 | | Apt Elev | 769 |

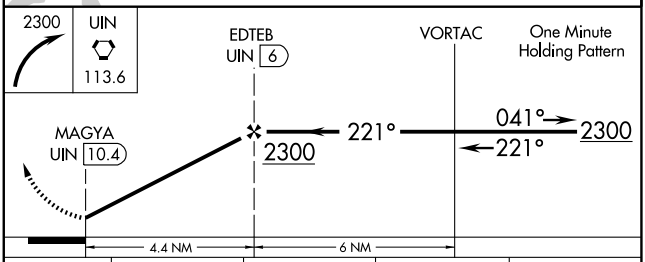
# VOR/DME-A
## HANNIBAL RGNL (HAE)

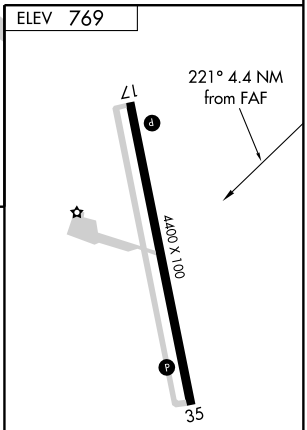
When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1 531 (600-1) | | 1300-1½ 531 (600-1½) | NA |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 173° | TDZE | 915 |
| | Apt Elev | 915 |

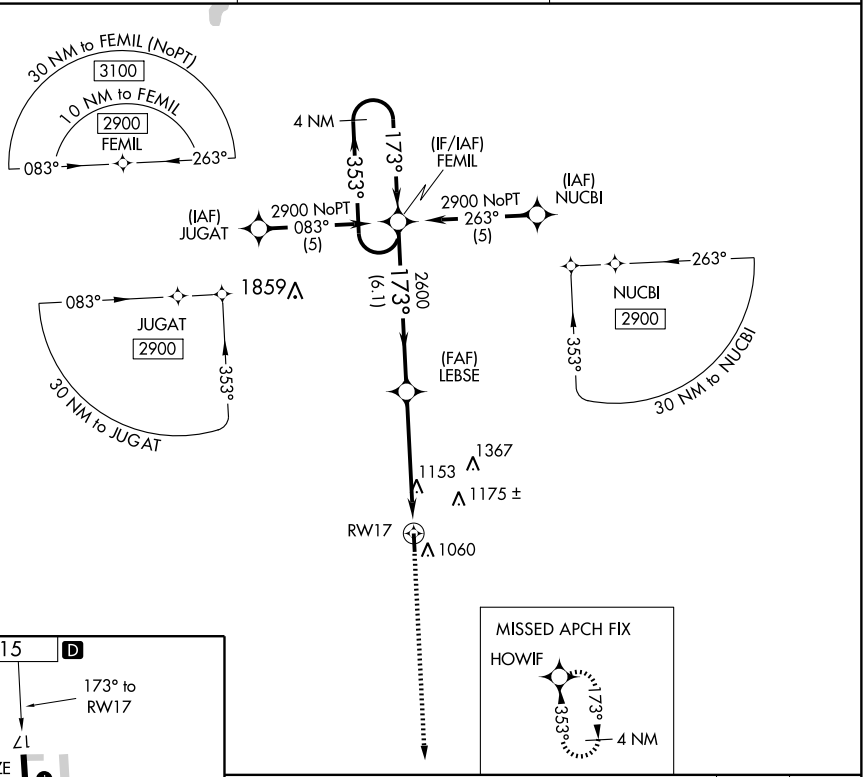
# RNAV (GPS) RWY 17

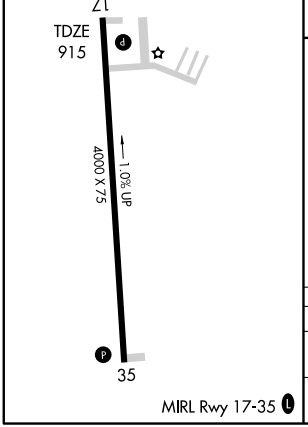
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

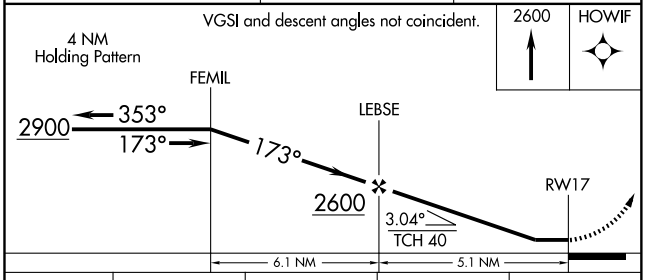
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDAs 100 feet, and visibility Cat. C ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.975 | 125.55 327.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 | 505 (600-1) | 1420-1½ 505 (600-1½) | NA |
| CIRCLING | 1420-1 505 (600-1) | 1460-1 545 (600-1) | 1460-1½ 545 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 69406 | 353° | TDZE | 900 |
| W35A | | Apt Elev | 915 |

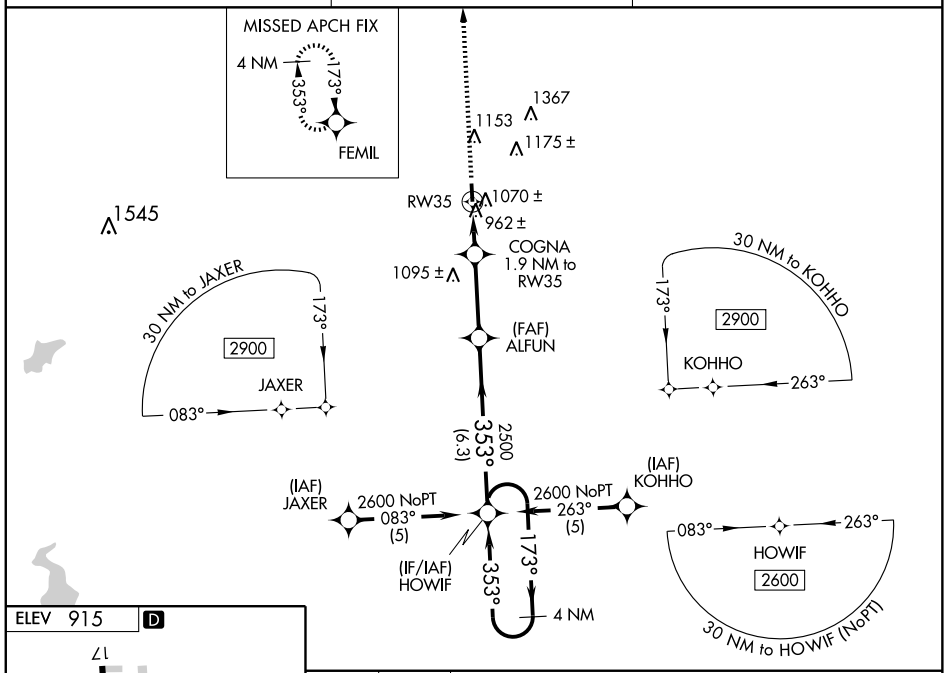
# RNAV (GPS) RWY 35

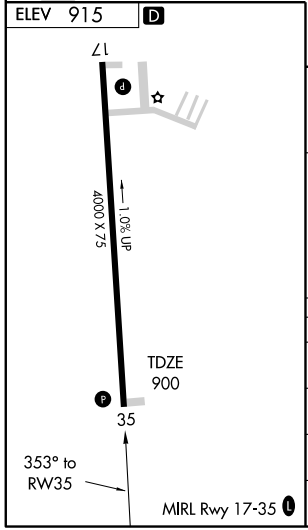
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

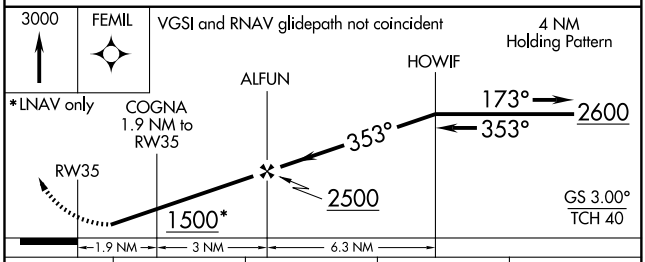
BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.975 | 125.55 327.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1176-1 276 (300-1) | | | NA |
| LNAV/VNAV DA | 1330-1¾ 430 (500-1¾) | | | NA |
| LNAV MDA | 1320-1 420 (500-1) | | 1320-1¼ 420 (500-1¼) | NA |
| CIRCLING | 1400-1 485 (500-1) | 1460-1 545 (600-1) | 1460-1½ 545 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC BUM 115.9 Chan 106 | APP CRS 012° | Rwy Idg 4000 TDZE 900 Apt Elev 915 |
|---|---|---|

# VOR/DME RWY 35

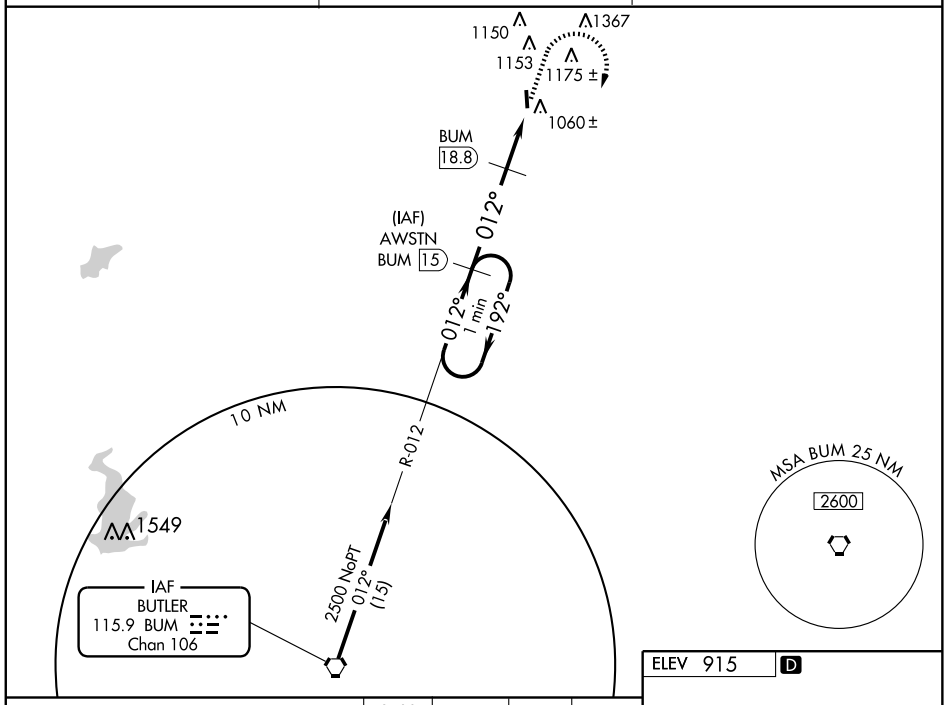
## HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

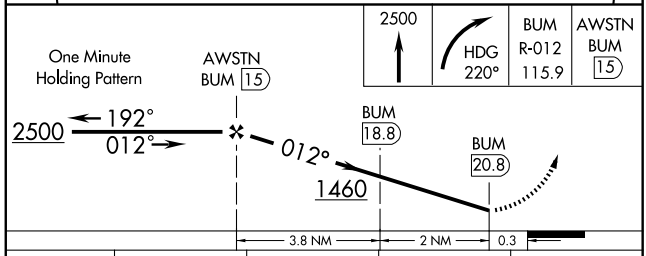
Obtain local altimeter setting on CTAF; when not received, use Charles B. Wheeler Downtown altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then right turn via heading 220° and R-012 to AWSTN and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.975 | 125.55 327.0 | 123.0 (CTAF) L |




| 2500 | HDG 220° | BUM R-012 115.9 | AWSTN BUM 15 |
|---|---|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1320-1<br>420 (500-1) | 1320-1¼<br>420 (500-1¼) | 1320-1½<br>420 (500-1½) | NA |
| CIRCLING | 1420-1<br>505 (600-1) | 1500-1¼<br>585 (600-1¼) | 1500-1½<br>585 (600-1½) | NA |
| CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS | | | | |
| S-35 | 1400-1<br>500 (500-1) | 1400-1¼<br>500 (500-1¼) | 1400-1½<br>500 (500-1½) | NA |
| CIRCLING | 1520-1<br>605 (700-1) | 1600-1¼<br>685 (700-1¼) | 1600-1½<br>685 (700-1½) | NA |

ELEV 915 D




MIRL Rwy 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

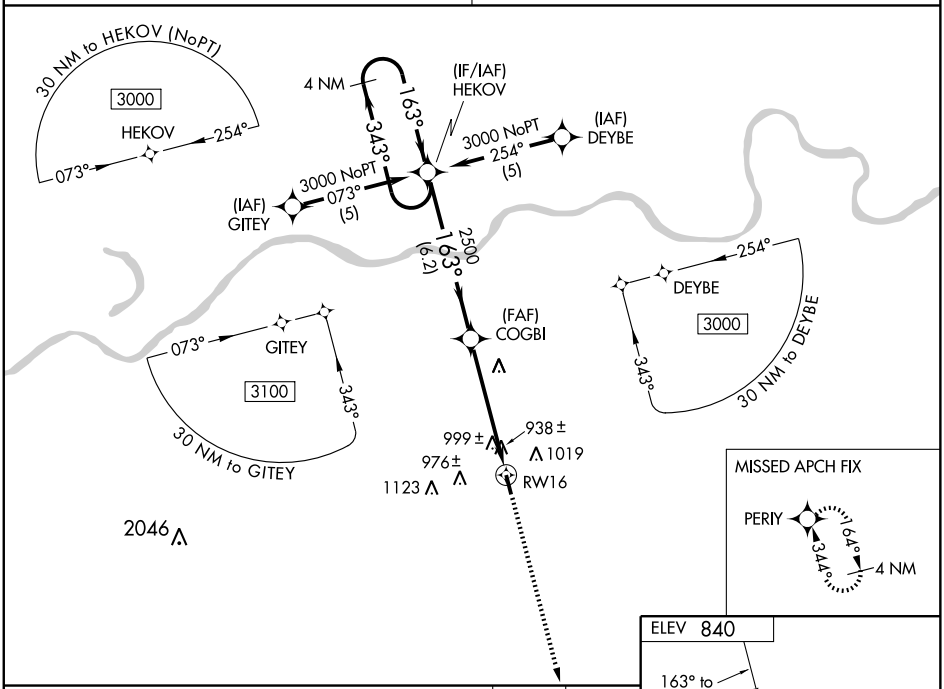
| WAAS | APP CRS | Rwy Idg | 4400 |
|---|---|---|---|
| CH 86601 | 163° | TDZE | 840 |
| W16A | | Apt Elev | 840 |

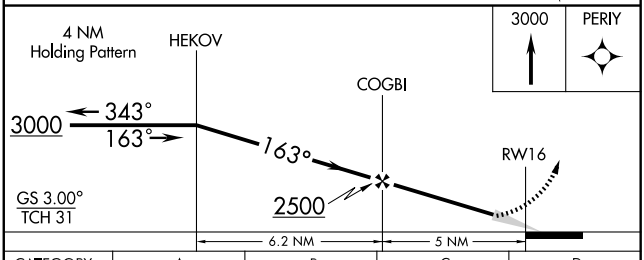
# RNAV (GPS) RWY 16
## HIGGINSVILLE INDUSTRIAL MUNI (HIG)

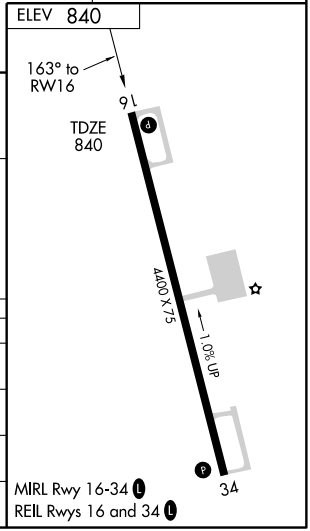
DME/DME RNP- 0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PERIY and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.575 323.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1247-1½ 407 (500-1½) | | | |
| LNAV/VNAV DA | 1364-2 524 (600-2) | | | |
| LNAV MDA | 1360-1 520 (600-1) | | 1360-1½ 520 (600-1½) | 1360-1¾ 520 (600-1¾) |
| CIRCLING | 1440-1 600 (600-1) | | 1440-1½ 600 (600-1½) | 1440-2 600 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

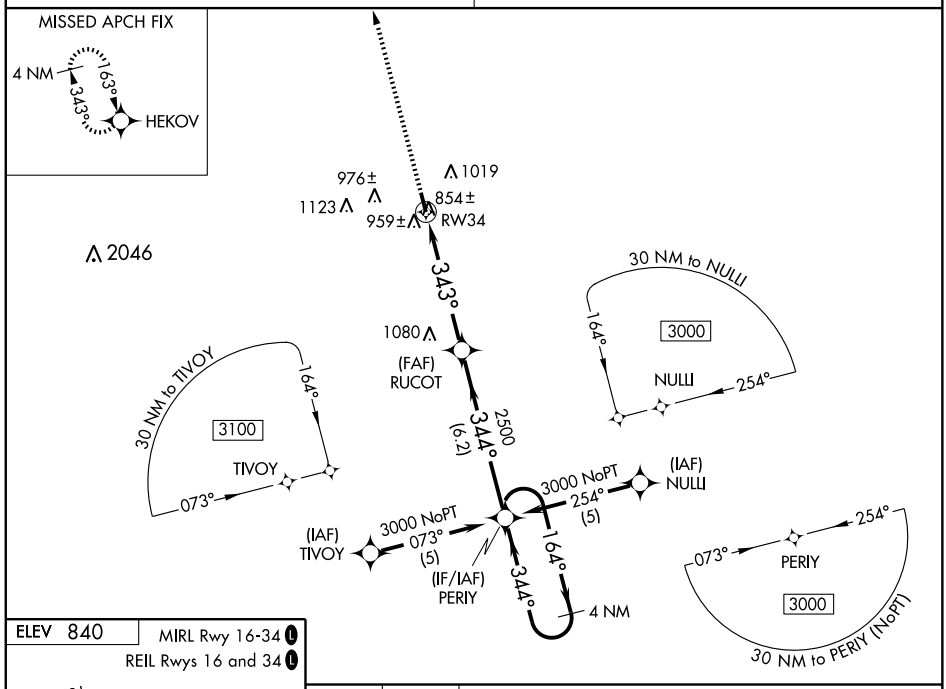
| WAAS CH 45901 W34A | APP CRS 343° | Rwy ldg 4400 TDZE 826 Apt Elev 840 |
|---|---|---|

# RNAV (GPS) RWY 34
## HIGGINSVILLE INDUSTRIAL MUNI (HIG)

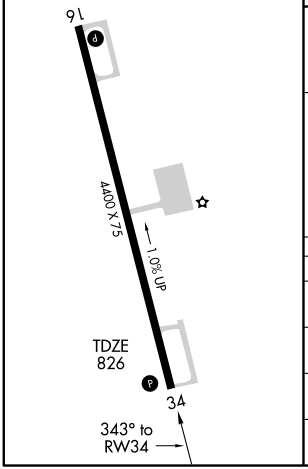
DME/DME RNP-0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities ¼ mile.

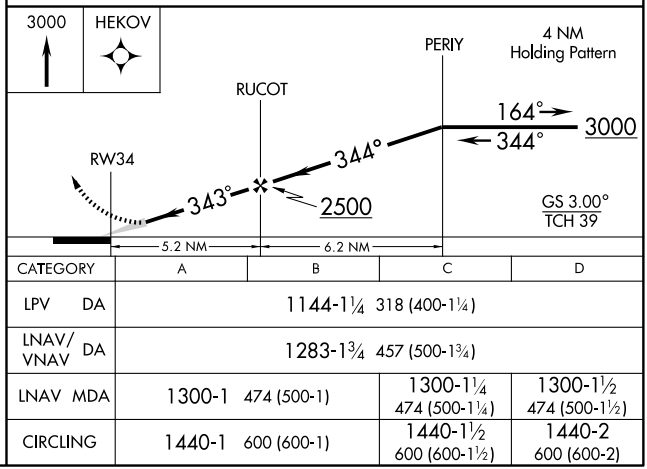
MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.575 323.15 | 122.8 (CTAF) L |




ELEV 840
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



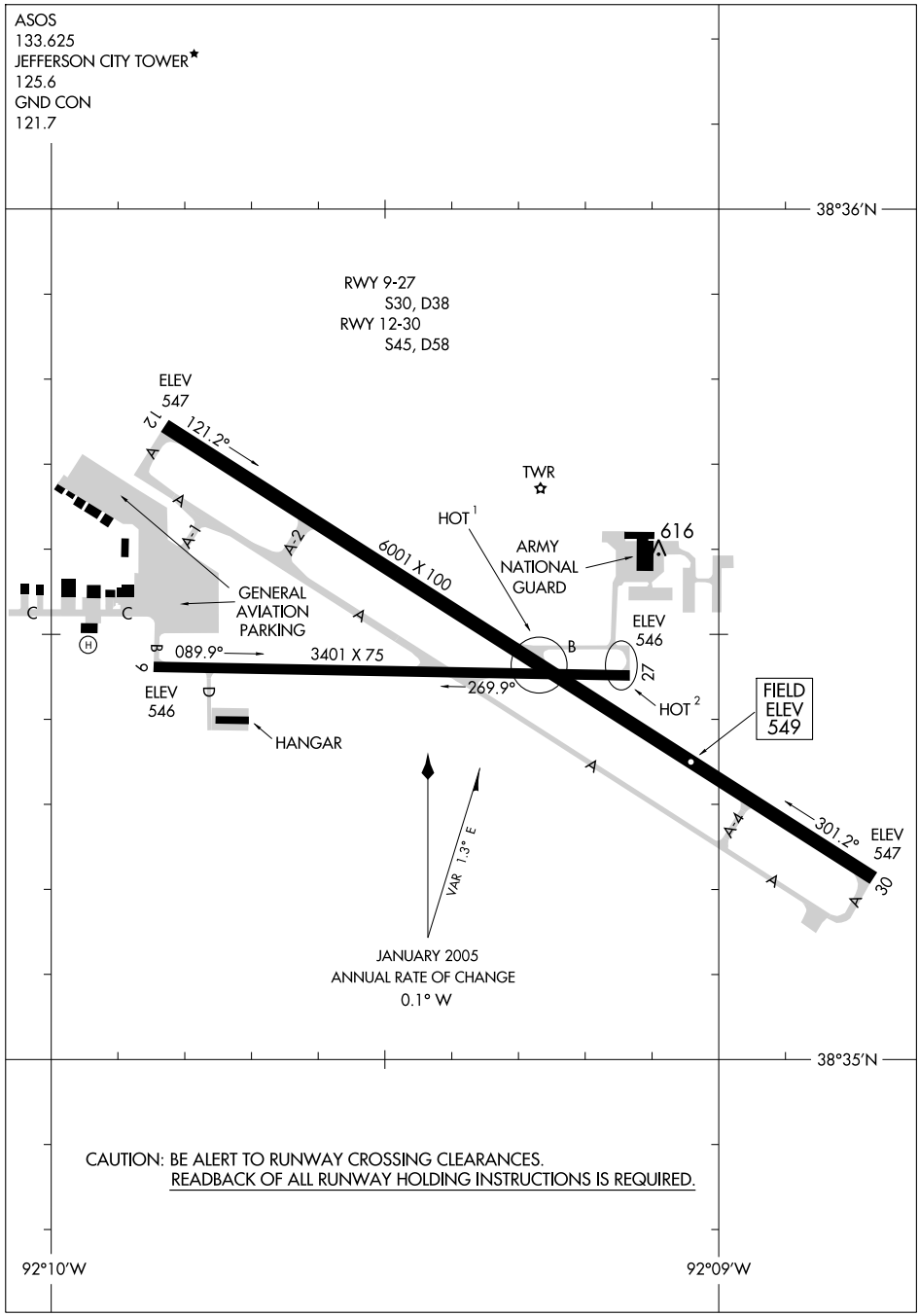

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1144-1¼ 318 (400-1¼) | | | |
| LNAV/VNAV DA | 1283-1¾ 457 (500-1¾) | | | |
| LNAV MDA | 1300-1 474 (500-1) | | 1300-1¼ 474 (500-1¼) | 1300-1½ 474 (500-1½) |
| CIRCLING | 1440-1 600 (600-1) | | 1440-1½ 600 (600-1½) | 1440-2 600 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)
JEFFERSON CITY, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

| LOC/DME I-JEF | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 110.5 | 300° | TDZE | 549 |
| Chan 42 | | Apt Elev | 549 |

# ILS or LOC RWY 30

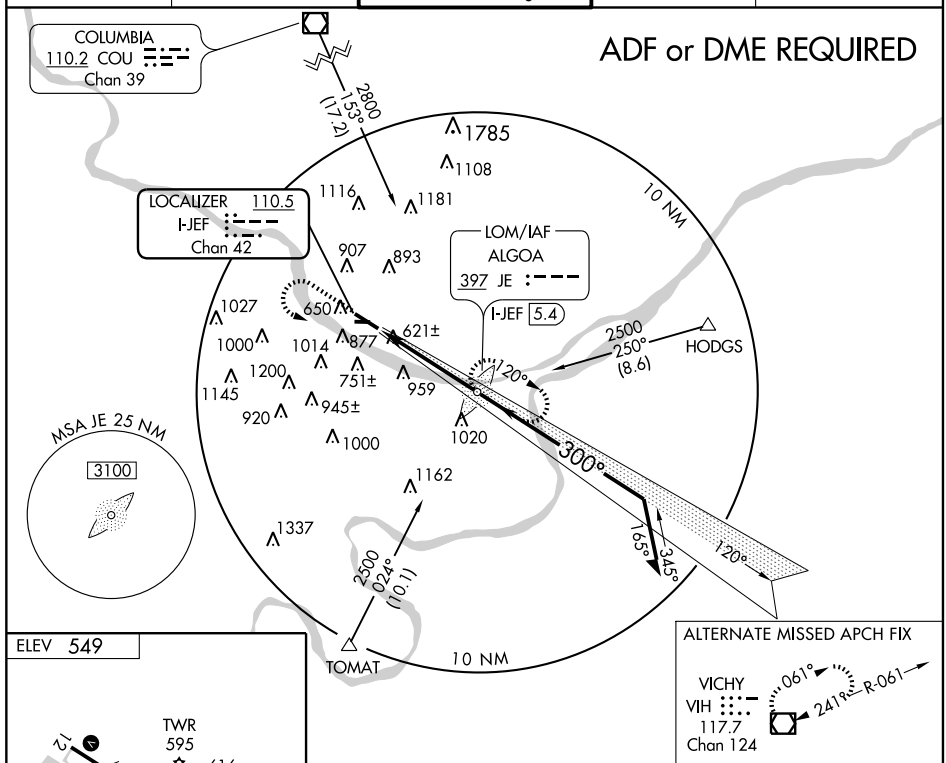
## JEFFERSON CITY MEMORIAL (JEF)

If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
VDP NA when using Columbia Rgnl altimeter setting.
For inoperative MALSR, increase S-LOC 30 Cat D visibility to 1 mile.
ADF required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

| ASOS | MIZZU APP CON | JEFFERSON CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.625 | 124.375 353.7 | 125.6 (CTAF) L | 121.7 | 122.95 |

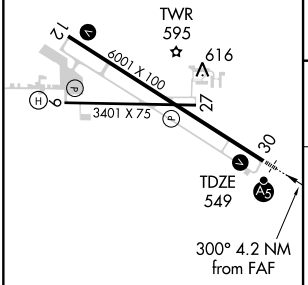



ALTERNATE MISSED APCH FIX

VICHY
VIH
117.7
Chan 124

061°
241°
R-061

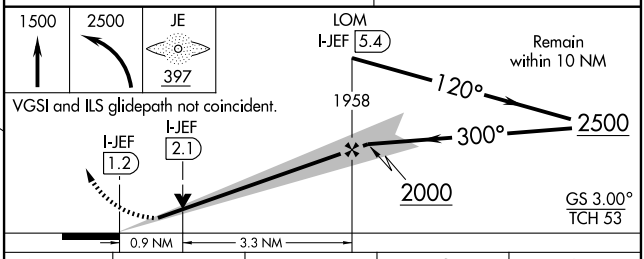
ELEV 549




REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 749-½ 200 (200-½) | | | |
| S-LOC 30 | 880-½ 331 (400-½) | | | 880-¾ 331 (400-¾) |
| CIRCLING | 1280-1 731 (800-1) | | 1280-2 731 (800-2) | 1320-2½ 771 (800-2½) |

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB ONH | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 515 | 120° | TDZE | 547 |
| | | Apt Elev | 549 |

# NDB RWY 12

## JEFFERSON CITY MEMORIAL (JEF)

MISSED APPROACH: Climb to 2500 direct JE LOM and hold.

| ASOS | MIZZU APP CON | JEFFERSON CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.625 | 124.375 353.7 | 125.6 (CTAF) L | 121.7 | 122.95 |

IAF HALLSVILLE 114.2 HLV Chan 89

COLUMBIA 110.2 COU Chan 39

2900 NoPT 203° (27.1)

3000 184° (10.5)

300° 165° 345° Lead Brg 132° 120° 106° Lead Brg

GIBSN

2000 119° (9)

2037

3000 NoPT 023° (8.9)

(IAF) MIZZU

R-203

IAF NOAH 515 ONH

LOM ALGOA 397 JE

120° 300°

10 NM

MSA ONH 25 NM 3100

1785 1770 1108 1116 1181 907 893 1027 650 1000 1014 877 1200 1145 751± 959 920 945± 1020 1000 1162 1337

ELEV 549

120° 4.5 NM from FAF

TDZE 547

TWR 595

616

6001 X 100

3401 X 75

12 27 30

A5

Remain within 10 NM

NDB

300° 120°

2500

2.92° TCH 45

2000

VGSI and descent angles not coincident.

2500 JE 397

4.5 NM

REIL Rwys 9, 12, and 27

MIRL Rwy 9-27

HIRL Rwy 12-30 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 1240-1 | 693 (700-1) | 1240-2 693 (700-2) | 1240-2¼ 693 (700-2¼) |
| CIRCLING | 1240-1 | 691 (700-1) | 1240-2 691 (700-2) | 1320-2½ 771 (800-2½) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NC-3. 08 APR 2010 to 06 MAY 2010

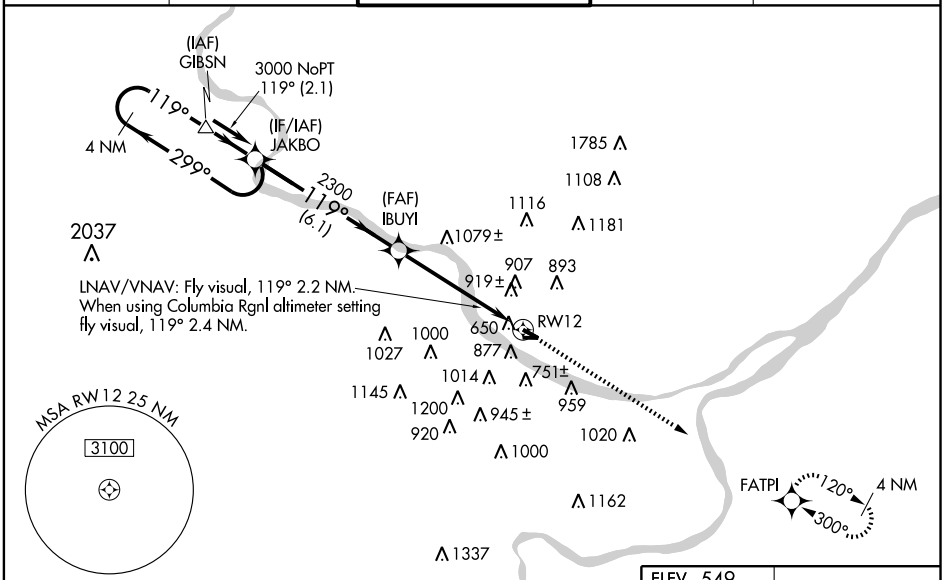
| WAAS CH 49005 W12A | APP CRS 119° | Rwy Idg 6001 TDZE 547 Apt Elev 549 |
|---|---|---|

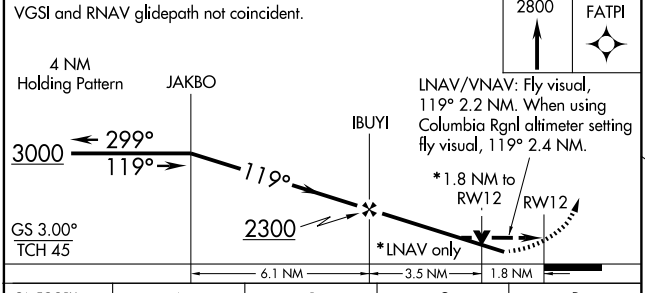
# RNAV (GPS) RWY 12
## JEFFERSON CITY MEMORIAL (JEF)

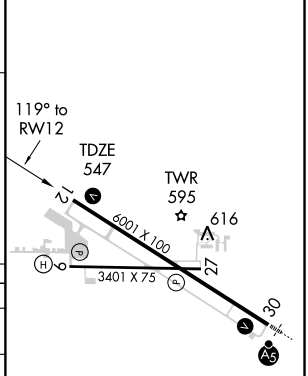
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats C and D visibility ½ mile, LNAV Cats B, C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

| ASOS | MIZZU APP CON | JEFFERSON CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.625 | 124.375 353.7 | 125.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 951-1½ 404 (500-1½) | | | |
| LNAV/VNAV DA | 1284-2 737 (800-2) | | | 1284-2¼ 737 (800-2¼) |
| LNAV MDA | 1260-1 713 (800-1) | | 1260-2 713 (800-2) | 1260-2¼ 713 (800-2¼) |
| CIRCLING | 1300-1 751 (800-1) | 1300-1¼ 751 (800-1¼) | 1300-2¼ 751 (800-2¼) | 1320-2½ 771 (800-2½) |

REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| CH 86410 | 300° | TDZE | 549 |
| W30A | | Apt Elev | 549 |

# RNAV (GPS) RWY 30

## JEFFERSON CITY MEMORIAL (JEF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

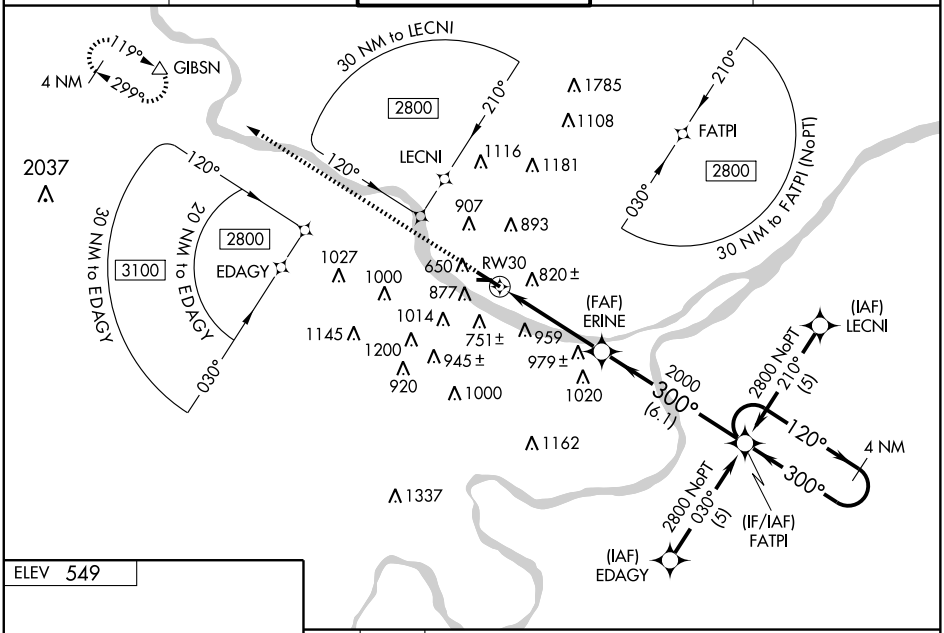
When local altimeter setting not received, use Columbia Rgnl altimeter settting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼.

Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

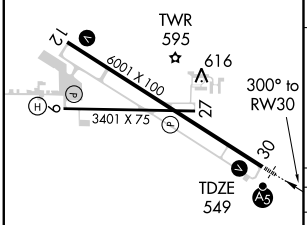
MALSR

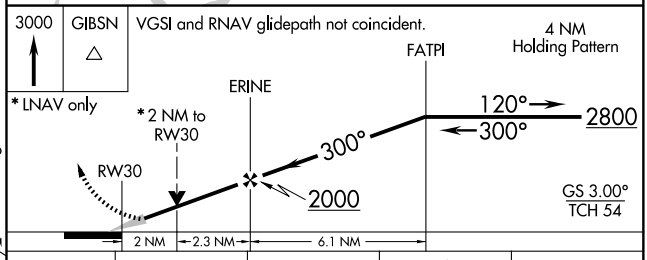
MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

| ASOS | MIZZU APP CON | JEFFERSON CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.625 | 124.375 353.7 | 125.6 (CTAF) L | 121.7 | 122.95 |




ELEV 549




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 799-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1322-2¼ 773 (800-2¼) | | | |
| LNAV MDA | 1240-½ 691 (700-½) | | 1240-1½ 691 (700-1½) | 1240-1¾ 691 (700-1¾) |
| CIRCLING | 1300-1 751 (800-1) | 1300-1¼ 751 (800-1¼) | 1300-2¼ 751 (800-2¼) | 1320-2½ 771 (800-2½) |

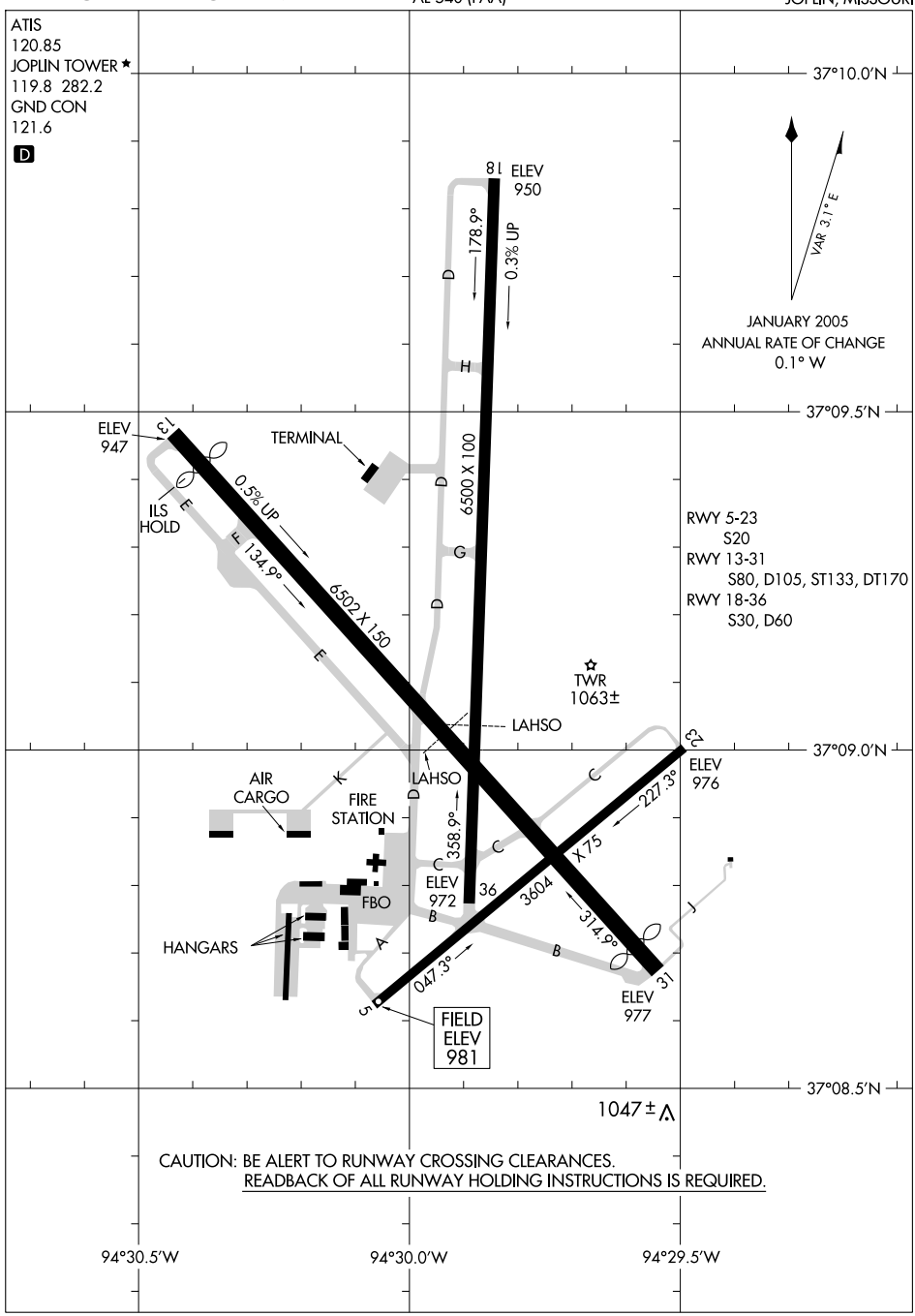
REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

NC-3. 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-540 (FAA)

JOPLIN RGNL (JLN)
JOPLIN, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

| LOC/DME I-JQX | APP CRS | Rwy Idg 6500 |
|---|---|---|
| 108.9 | 178° | TDZE 965 |
| Chan 26 | | Apt Elev 981 |

# ILS or LOC/DME RWY 18

JOPLIN RGNL (JLN)

MALSR

MISSED APPROACH: Climb to 3100 via heading 178° and EOS R-343 to EOS VOR/DME and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |

ALTERNATE MISSED APCH FIX

134° 314°

LUNNS
344 JL

358° 1 min 178°

(IAF)
MITBY INT
I-JQX 12.2

15 NM

R-063

2600 178° (6)

117.6 OSW
Chan 123

1450 YUHAX
I-JQX 6.2

2049

LOM
LUNNS
344 JL

1109 1138 1240 1956± 2056

1239 1196 1463

LOCALIZER 108.9
I-JQX
Chan 26

MSA EOS 25 NM
3100

3100 to MITBY
348° (30.4)

R-343

R-303 123° 303°

NEOSHO
117.3 EOS
Chan 120

ELEV 981 D

178° 5 NM from FAF

18 A5 d TDZE 965

1030± 0.3% UP 6500 X 100

6502 X 150 0.5% UP

1035± 1063

23 X75 3604 S

36 S 31

1032± 1040±

MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L

3100 178°

EOS R-343 117.3

EOS 117.3

MITBY INT I-JQX 12.2

YUHAX I-JQX 6.2

I-JQX 1.3

I-JQX 2.4

2600

One Minute Holding Pattern

358° 178° 3100

2600

GS 3.00° TCH 46

1.1 NM 3.9 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 1165/24 200 (200-½) | | | |
| S-LOC 18 | 1340/24 375 (400-½) | | | 1340/40 375 (400-¾) |
| CIRCLING | 1460-1 479 (500-1) | 1500-1 519 (600-1) | 1500-1½ 519 (600-1½) | 1540-2 559 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC I-JLN | APP CRS | Rwy Idg | 5802 |
|---|---|---|---|
| 110.3 | 134° | TDZE | 968 |
| | | Apt Elev | 981 |

# ILS or LOC/NDB RWY 13

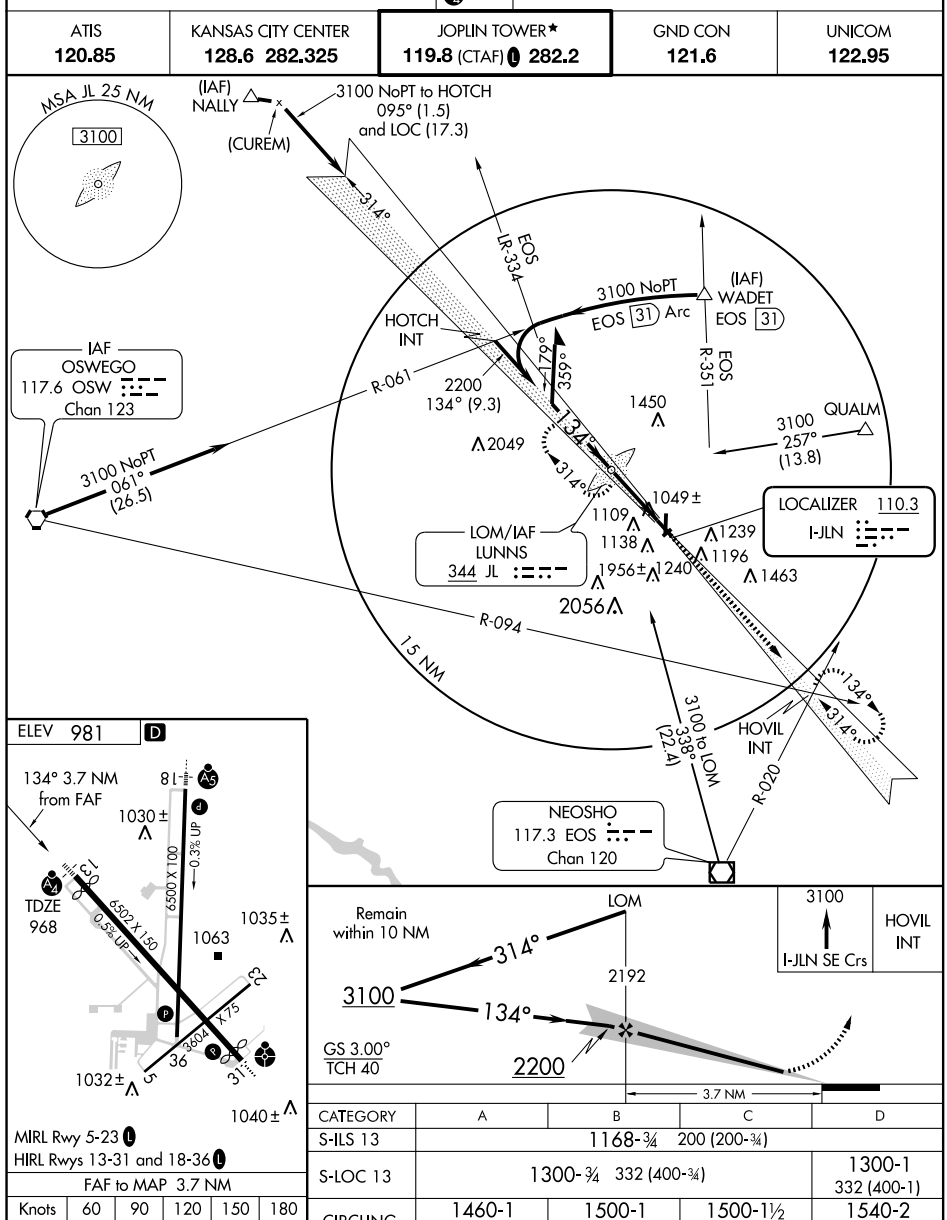
JOPLIN RGNL (JLN)

MALSF (NSTD) 1368'.

MALSF

MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |




FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 1168-¾ 200 (200-¾) | | | |
| S-LOC 13 | 1300-¾ 332 (400-¾) | | | 1300-1 332 (400-1) |
| CIRCLING | 1460-1 479 (500-1) | 1500-1 519 (600-1) | 1500-1½ 519 (600-1½) | 1540-2 559 (600-2) |

NC-3, 08 APR 2010 to 06 MAY 2010

| LOC I-JLN | APP CRS | Rwy Idg | 5802 |
|---|---|---|---|
| 110.3 | 314° | TDZE | 978 |
| | | Apt Elev | 981 |

# LOC BC RWY 31
JOPLIN RGNL (JLN)

ODALS (NSTD) 1438'. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.

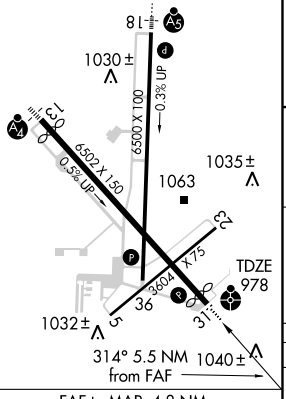
| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |

Procedure NA for arrival on EOS VOR/DME airway radials 052 CW 067.

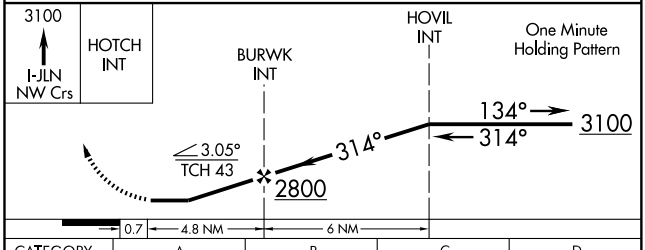
MSA EOS 25 NM
3100

1450
2049
134°
314°
HOTCH INT
LOCALIZER 110.3
I-JLN
OSWEGO
117.6 OSW
Chan 123
R-061
1109
1239
1138
1196
3100 to HOVIL
134° (8.1)
1956±
1240
DROOP
1463
2056
3100 to HOVIL
094°
(42.8)
BURWK INT
2800
(6)
R-094
314°
134°
1 min
(IF/IAF)
HOVIL INT
R-020
R-357
10 NM
BACK COURSE
3100 NoPT
020°
(10.8)
IAF
NEOSHO
117.3 EOS
Chan 120

ELEV 981
D MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1500-1 | 522 (600-1) | 1500-1½<br>522 (600-1½) | 1500-1¾<br>522 (600-1¾) |
| CIRCLING | 1500-1 | 519 (600-1) | 1500-1½<br>519 (600-1½) | 1540-2<br>559 (600-2) |

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS CH 90109 W13A | APP CRS 134° | Rwy Idg 5802 TDZE 968 Apt Elev 981 |
|---|---|---|

# RNAV (GPS) RWY 13

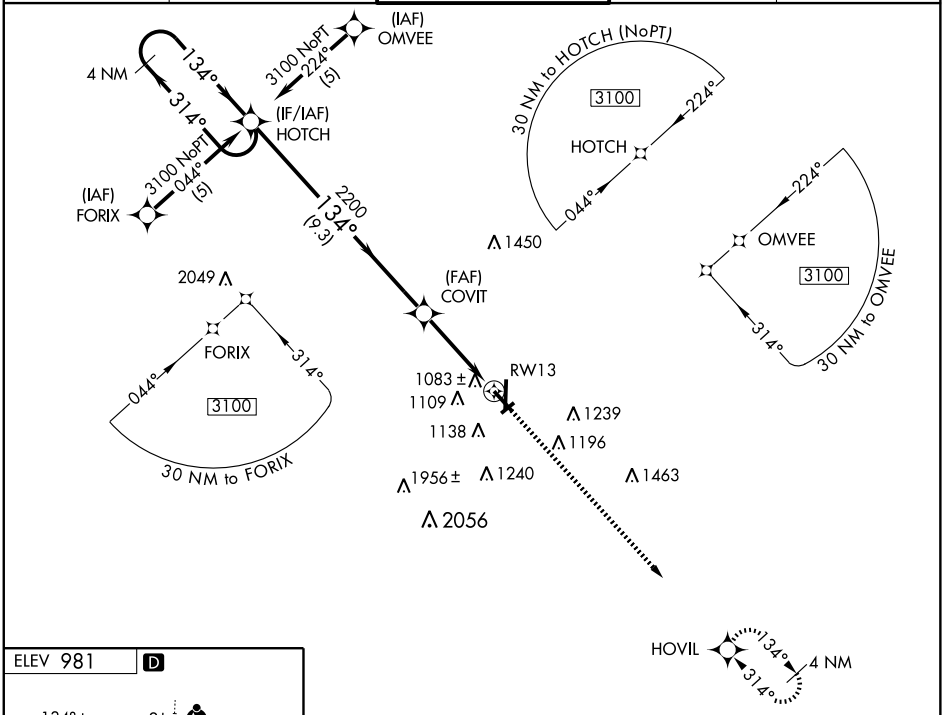
JOPLIN RGNL (JLN)

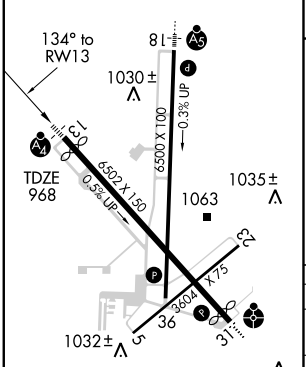
MALSF (NSTD) 1368'.
DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F)
For inoperative MALSF, increase LPV CATS A/B/C visibility to 1.

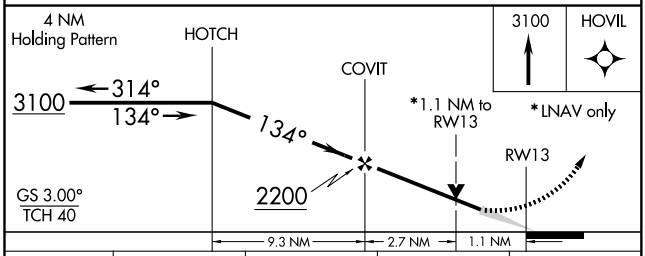
MALSF

MISSED APPROACH: Climb to 3100 direct HOVIL and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1220-¾ 252 (300-¾) | | | 1220-1 252 (300-1) |
| LNAV/VNAV DA | 1380-1¼ 412 (400-1¼) | | | 1380-1½ 412 (400-1½) |
| LNAV MDA | 1340-¾ 372 (400-¾) | | | 1340-1 372 (400-1) |
| CIRCLING | 1460-1½ 479 (500-1½) | 1500-1½ 519 (600-1½) | | 1540-2 559 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 97309 | 178° | TDZE | 965 |
| W18A | | Apt Elev | 981 |

# RNAV (GPS) RWY 18

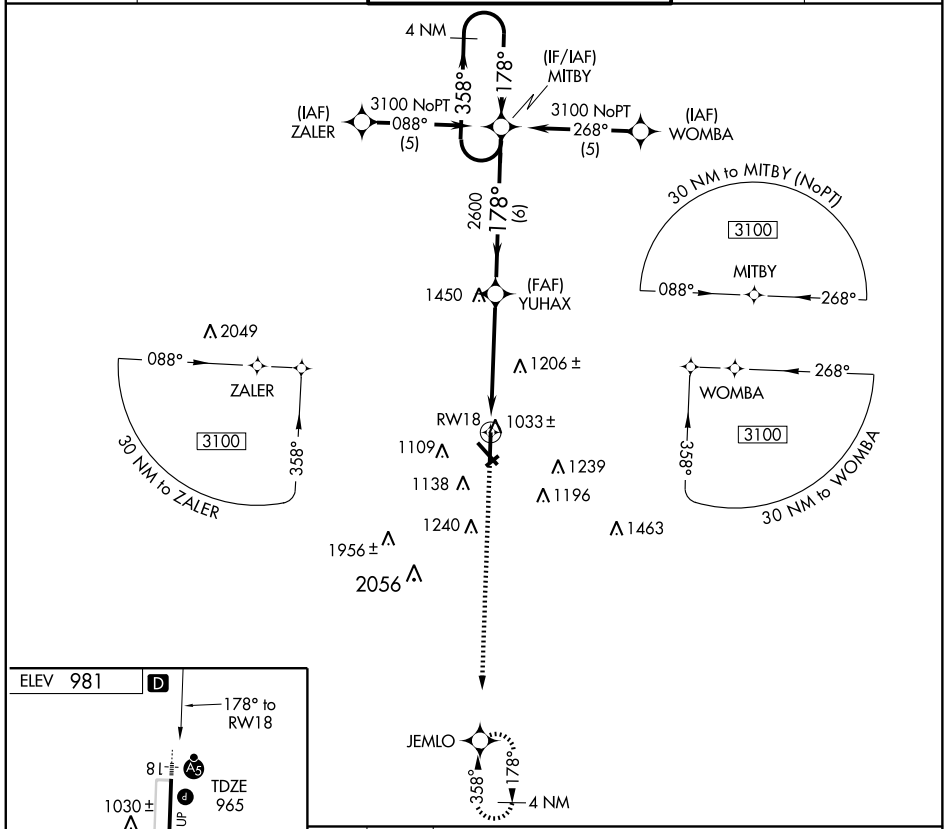
JOPLIN RGNL (JLN)

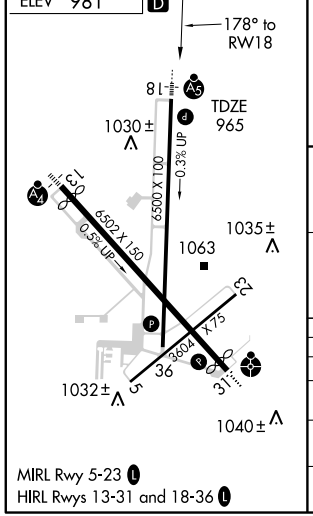
DME/DME RNP- 0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

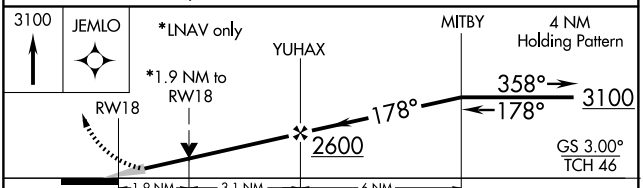
MALSR

MISSED APPROACH: Climb to 3100 direct JEMLO and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1220/24 255 (300-½) | | | |
| LNAV/VNAV DA | 1460/60 495 (500-1¼) | | | |
| LNAV MDA | 1600/24 635 (700-½) | | 1600/60 635 (700-1¼) | 1600-1½ 635 (700-1½) |
| CIRCLING | 1600-1¾ 619 (700-1¾) | | | 1600-2 619 (700-2) |

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5802 |
|---|---|---|
| 314° | TDZE | 978 |
| | Apt Elev | 981 |

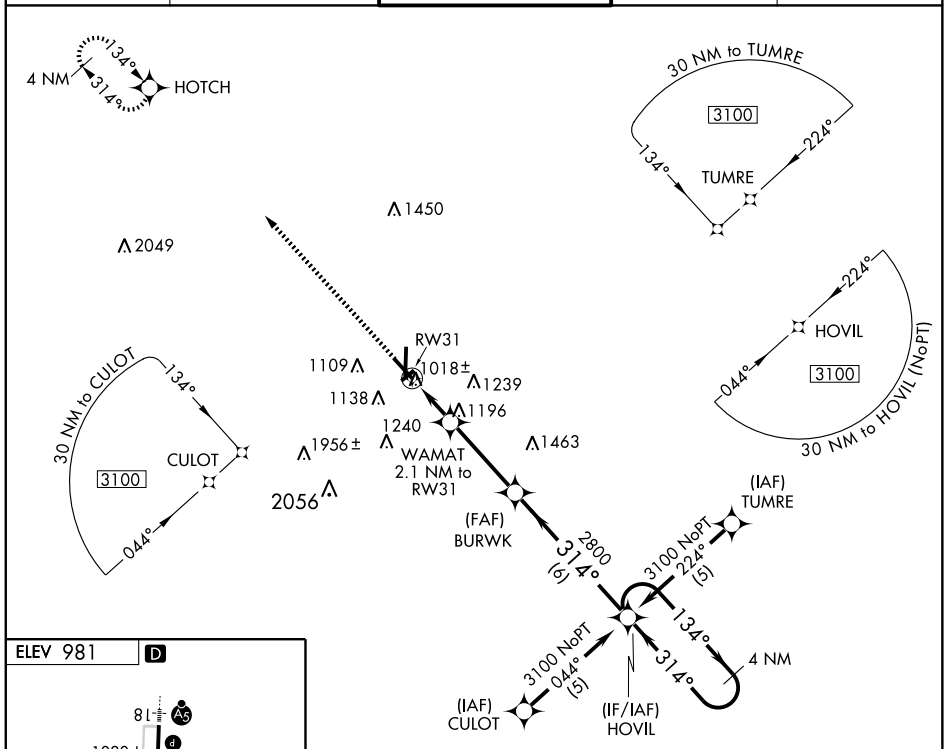
# RNAV (GPS) RWY 31
JOPLIN RGNL (JLN)

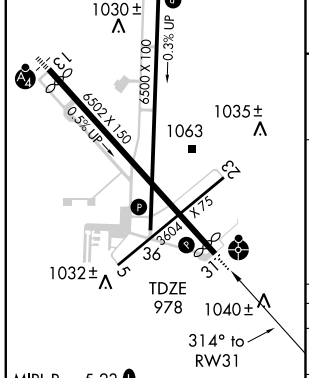
Circling to Rwy 5 not authorized at night.
DME/DME RNP-0.3 not authorized.
ODALS (NSTD) 1438′.
Inoperative table does not apply.

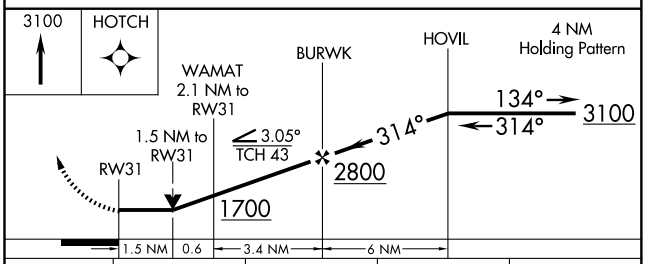
ODALS

MISSED APPROACH: Climb to 3100 direct HOTCH and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 | 522 (600-1) | 1500-1½ 522 (600-1½) | 1500-1¾ 522 (600-1¾) |
| CIRCLING | 1500-1 | 519 (600-1) | 1500-1½ 519 (600-1½) | 1540-2 559 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 358° | TDZE | 972 |
| | Apt Elev | 981 |

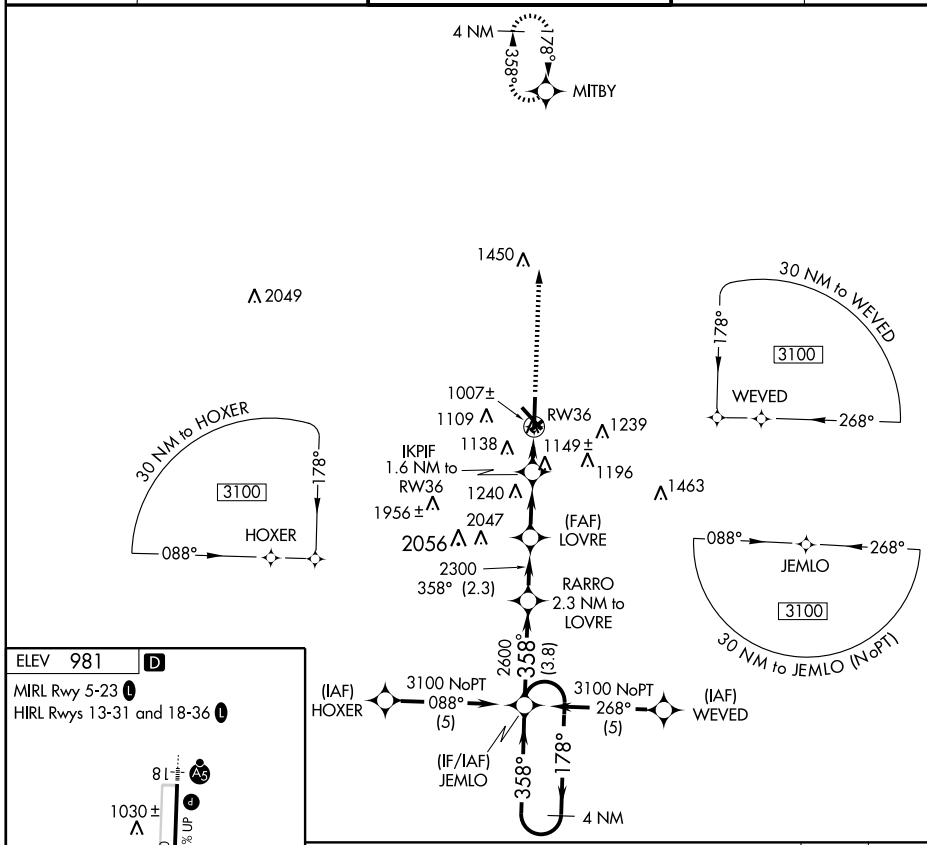
# RNAV (GPS) RWY 36

JOPLIN RGNL (JLN)

DME/DME RNP- 0.3 not authorized.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

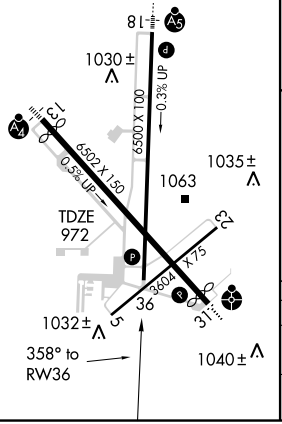
| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |

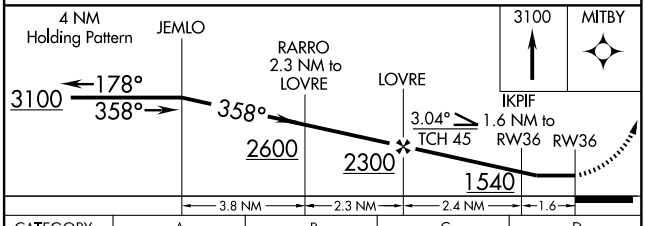



ELEV 981 D

MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 428 (500-1) | | 1400-1¼ 428 (500-1¼) | 1400-1½ 428 (500-1½) |
| CIRCLING | 1460-1 479 (500-1) | 1500-1 519 (600-1) | 1500-1½ 519 (600-1½) | 1540-2 559 (600-2) |

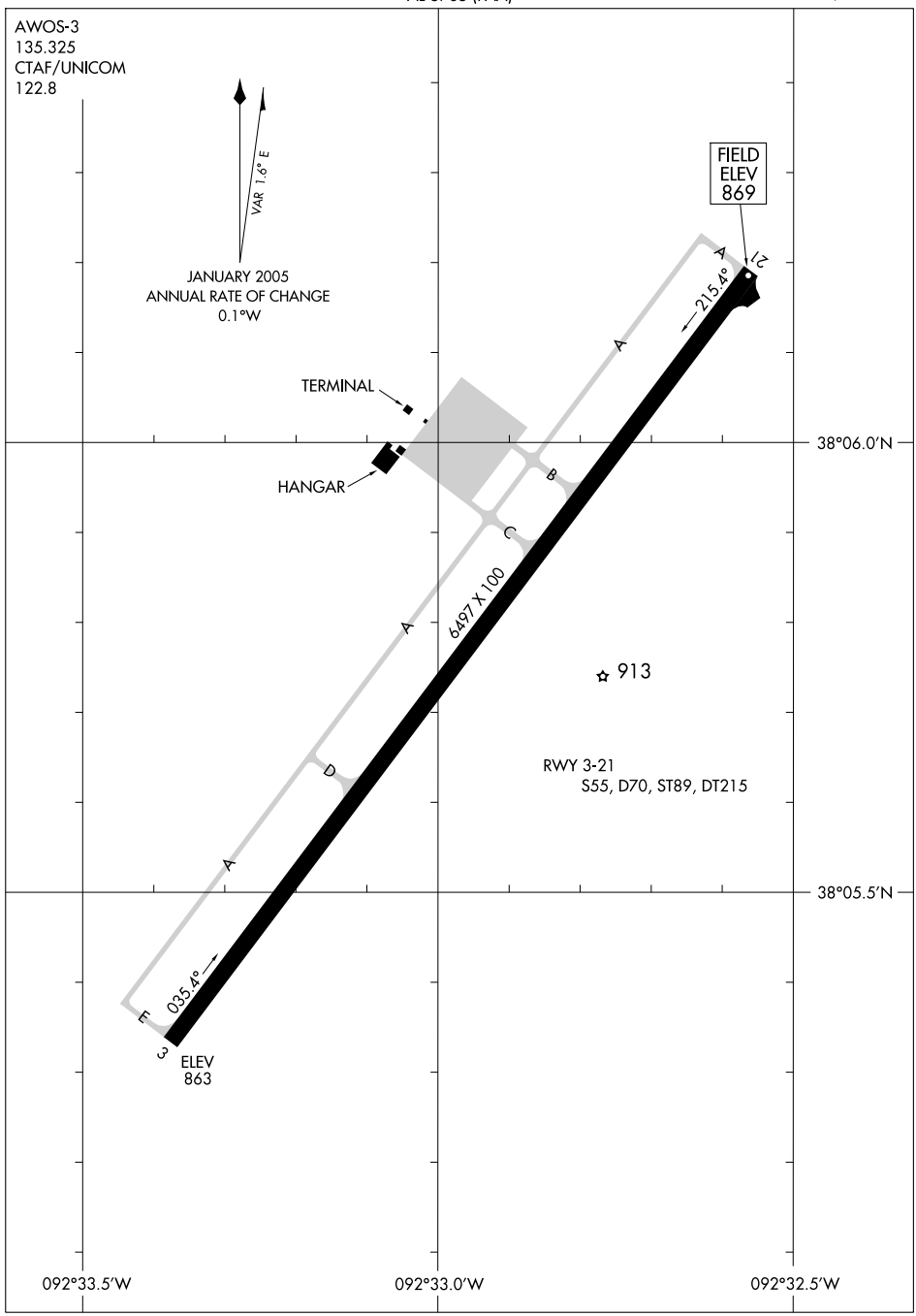
NC-3. 08 APR 2010 to 06 MAY 2010

09295

# AIRPORT DIAGRAM

AL-5765 (FAA)

KAISER/LEE C. FINE MEMORIAL (AIZ)
KAISER/LAKE OZARK, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

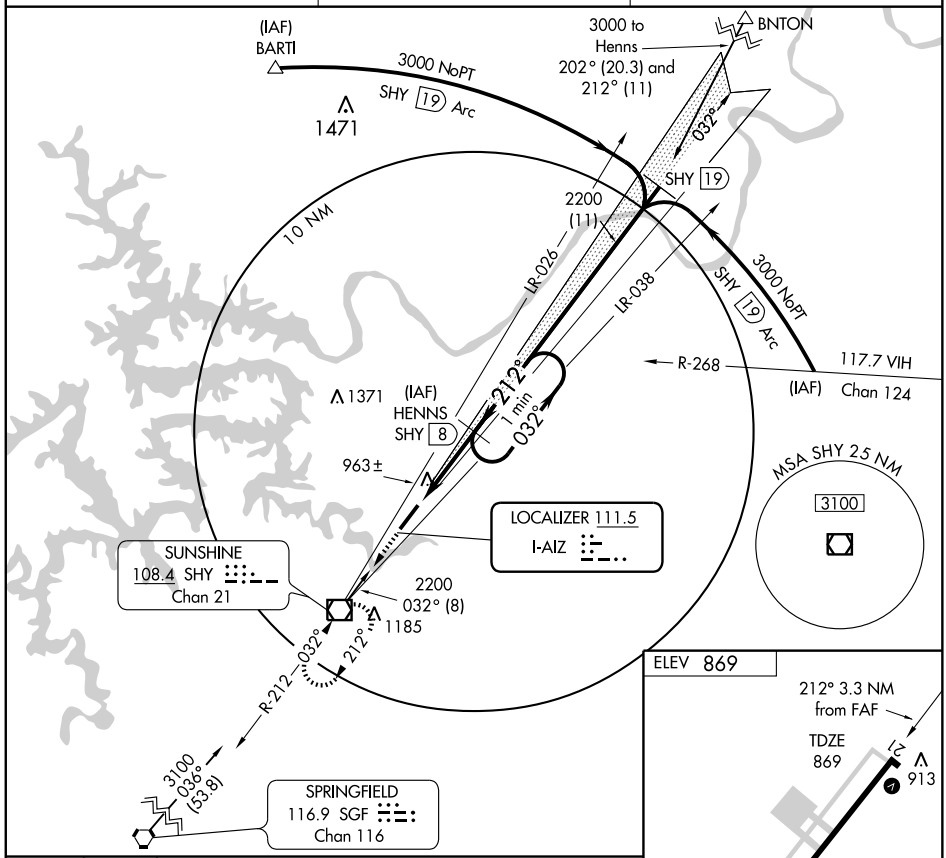
| LOC I-AIZ | APP CRS | Rwy Idg | 6497 |
|---|---|---|---|
| 111.5 | 212° | TDZE | 869 |
| | | Apt Elev | 869 |

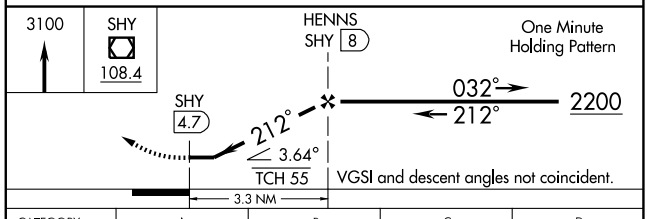
# LOC/DME RWY 21

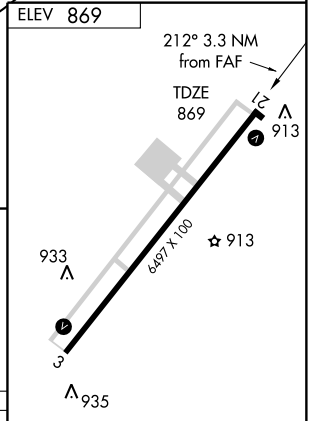
KAISER/ LEE C. FINE MEMORIAL (AIZ)

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.

| AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1220-1 351 (400-1) | | | NA |
| CIRCLING | 1400-1 531 (600-1) | | 1440-1½ 571 (600-1½) | NA |

MIRL Rwy 3-21 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 65901 | 032° | Rwy Idg | 6497 |
| W03A | | TDZE | 863 |
| | | Apt Elev | 869 |

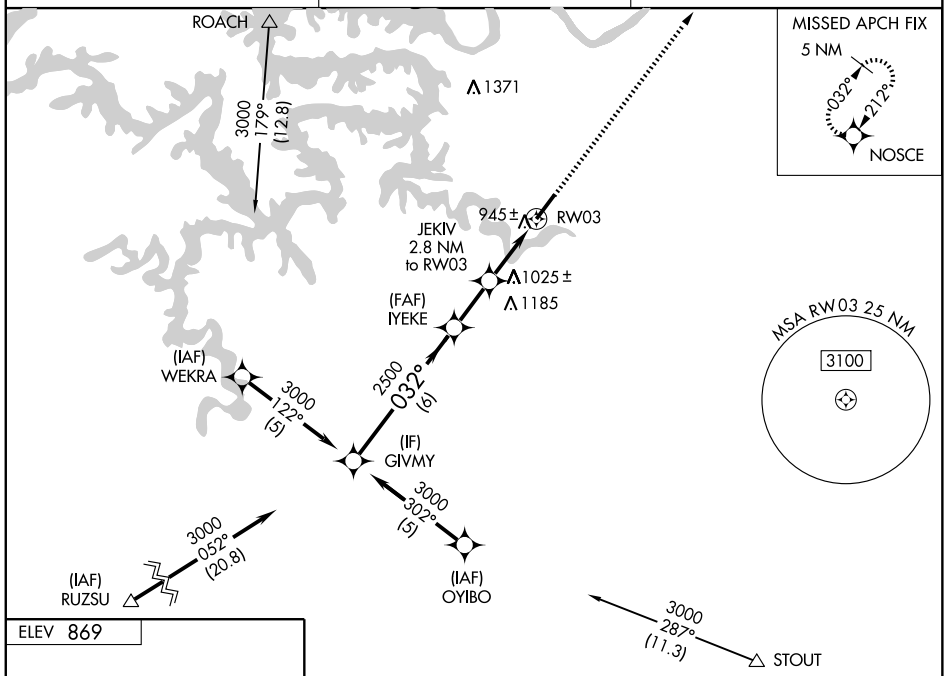
# RNAV (GPS) RWY 3

KAISER/LEE C FINE MEMORIAL (AIZ)

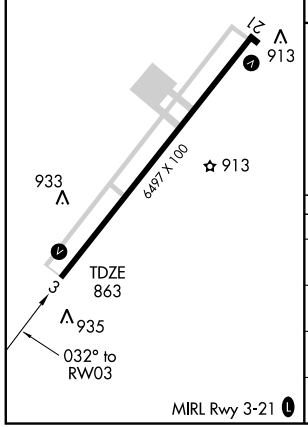
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F).
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 3 NA at night.

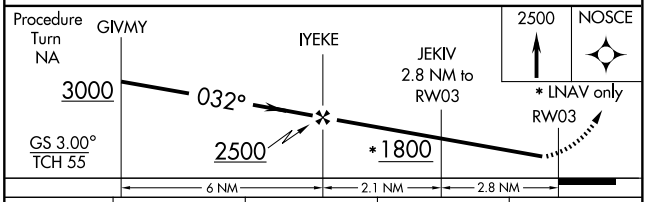
MISSED APPROACH: Climb to 2500 direct NOSCE and hold.

| AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




Procedure NA for arrivals at Stout via V14-88 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1142-1 279 (300-1) | | | NA |
| LNAV/ VNAV DA | 1214-1¼ 351 (400-1¼) | | | NA |
| LNAV MDA | 1280-1 417 (500- 1) | | 1280-1¼ 417 (500-1¼) | NA |
| CIRCLING | 1400-1¼ 531 (600-1¼) | | 1440-1½ 571 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 6497 |
|---|---|---|
| 212° | TDZE | 869 |
| | Apt Elev | 869 |

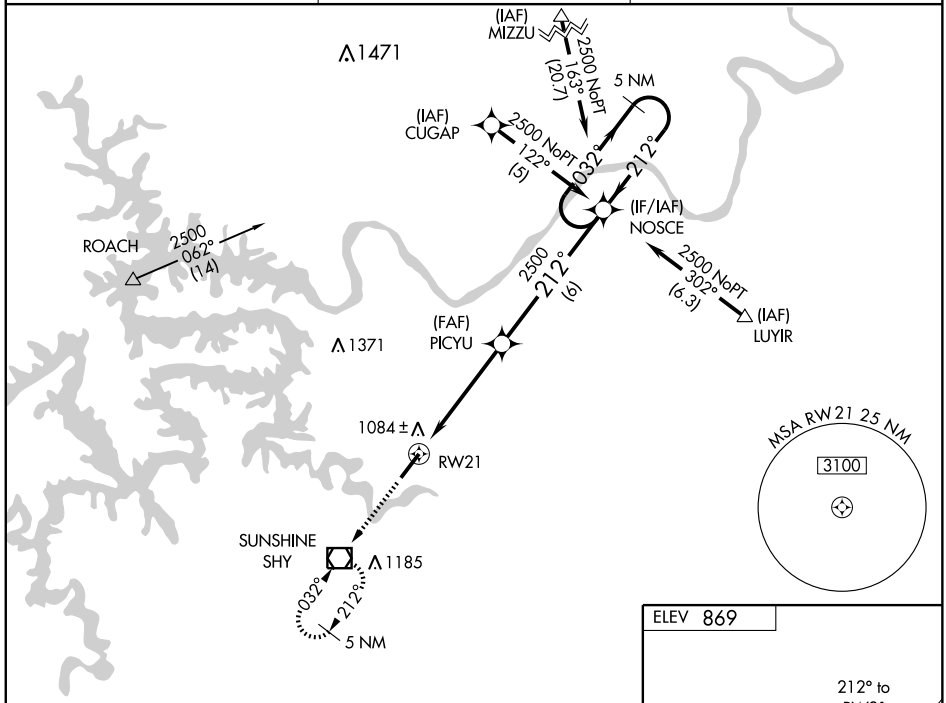
# RNAV (GPS) RWY 21

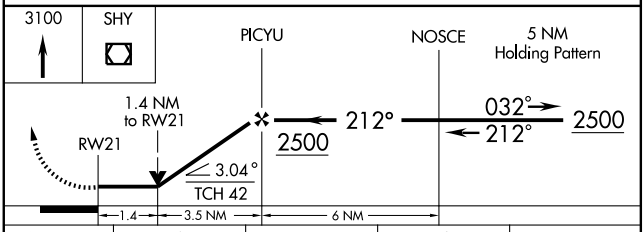
KAISER/ LEE C. FINE MEMORIAL (AIZ)

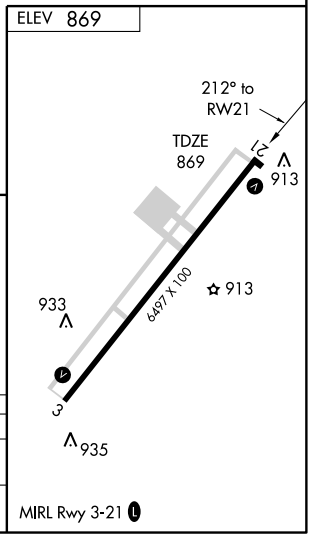
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.
VDP NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.

| AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 471 (500-1) | | 1340-1¼ 451 (500-1¼) | NA |
| CIRCLING | 1400-1 531 (600-1) | | 1440-1½ 571 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME SHY | APP CRS | Rwy Idg | 6497 |
|---|---|---|---|
| 108.4 | 032° | TDZE | 863 |
| Chan 21 | | Apt Elev | 869 |

# VOR RWY 3

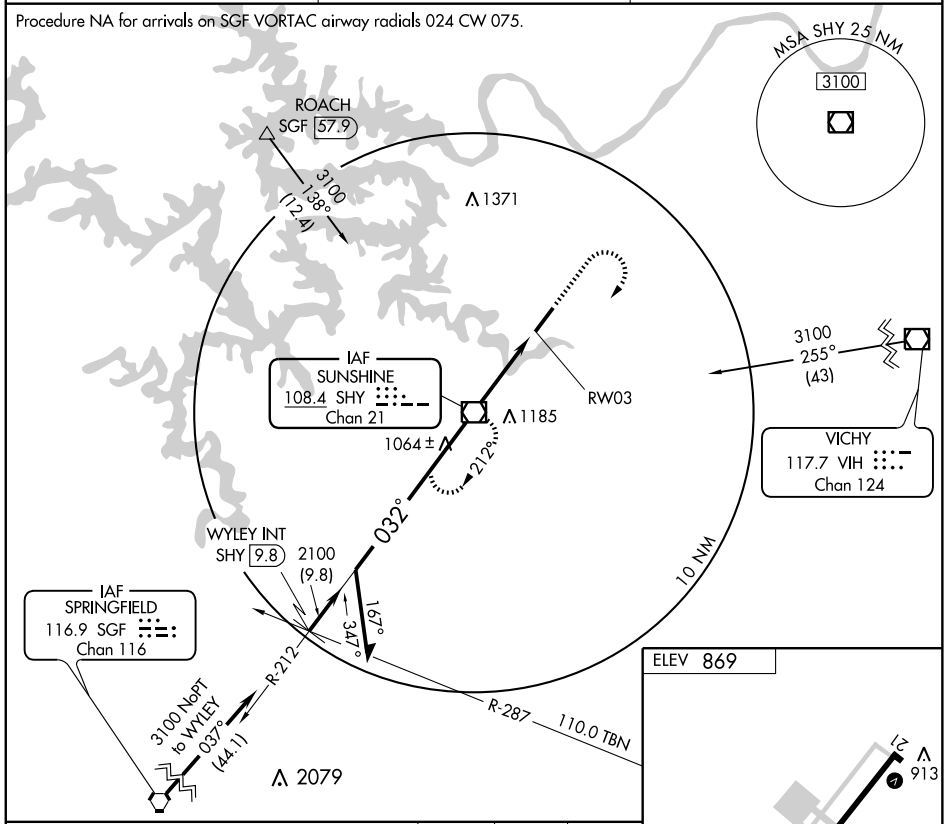
KAISER/ LEE C. FINE MEMORIAL (AIZ)

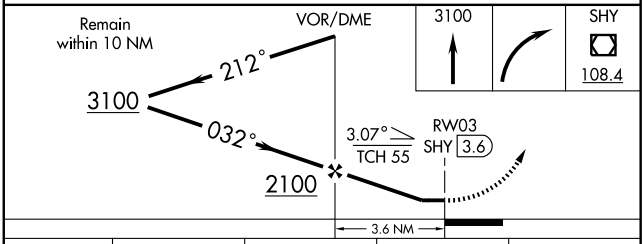
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/ circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

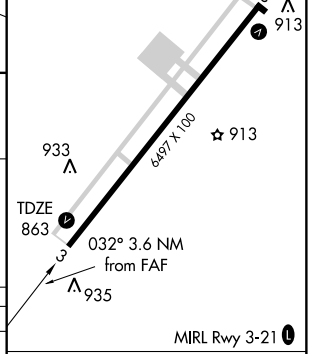
MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

| AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |

Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1320-1 | 457 (500-1) | 1320-1¼ 457 (500-1¼) | NA |
| CIRCLING | 1400-1 | 531 (600-1) | 1440-1½ 571 (600-1½) | NA |

FAF to MAP 3.6 NM

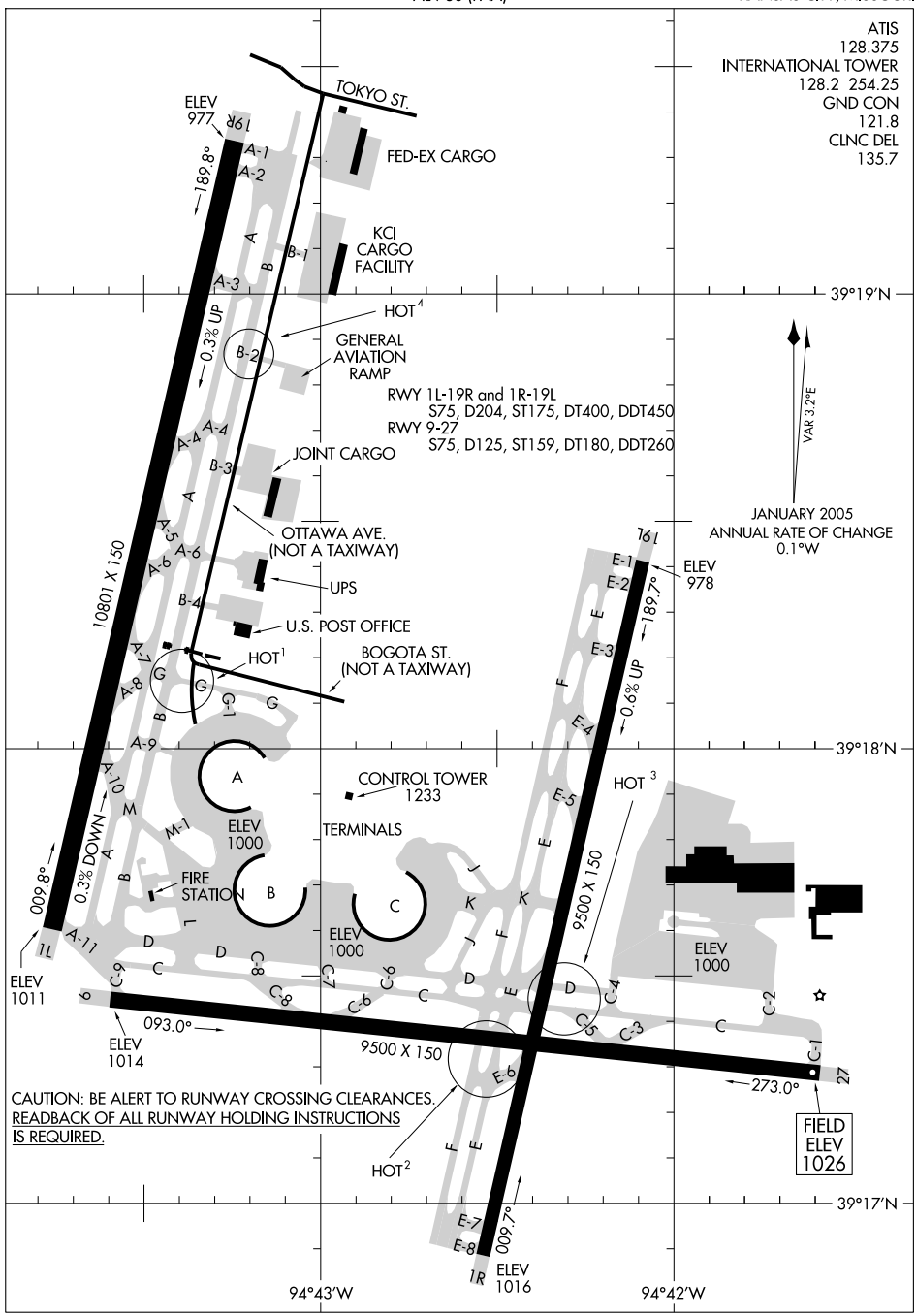
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

NC-3. 08 APR 2010 to 06 MAY 2010

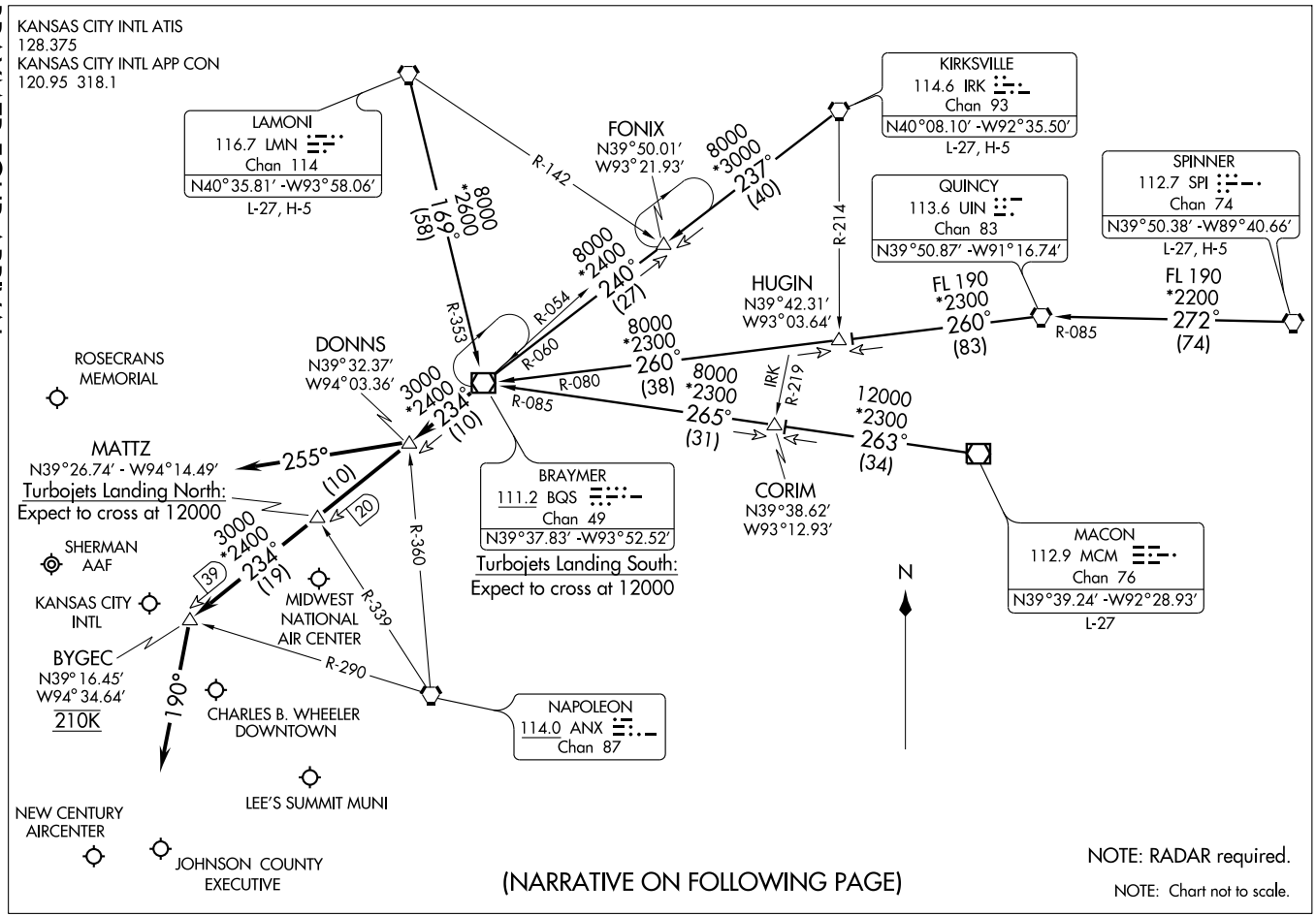
# AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

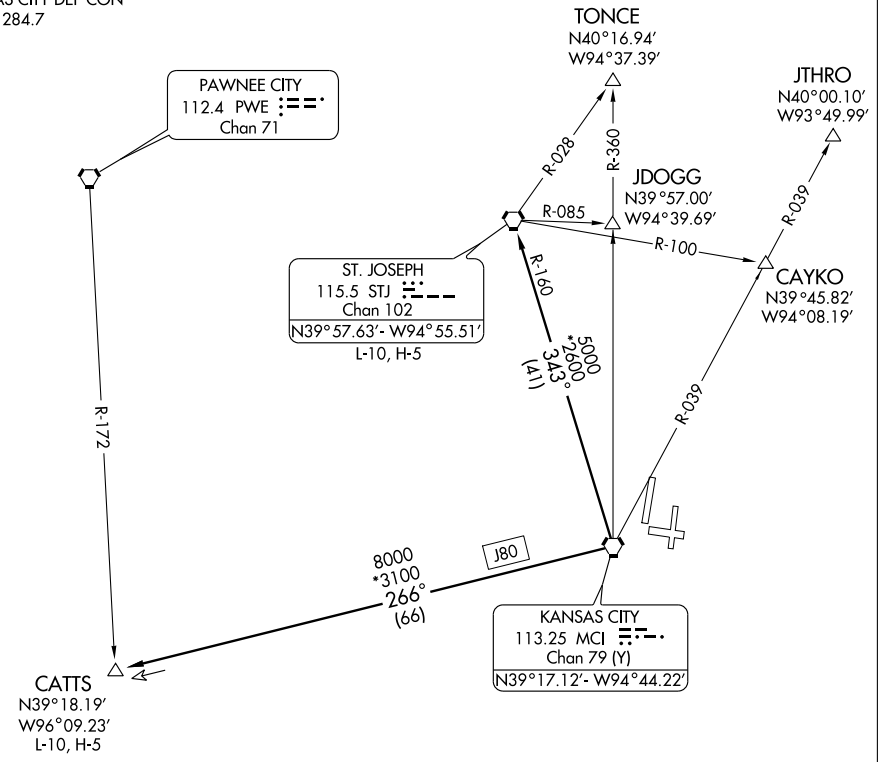
NC-3, 08 APR 2010 to 06 MAY 2010

# CHIEF THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

| LOC I-DOT | APP CRS | Rwy Idg | 10801 |
|---|---|---|---|
| 110.5 | 008° | TDZE | 1011 |
| | | Apt Elev | 1026 |

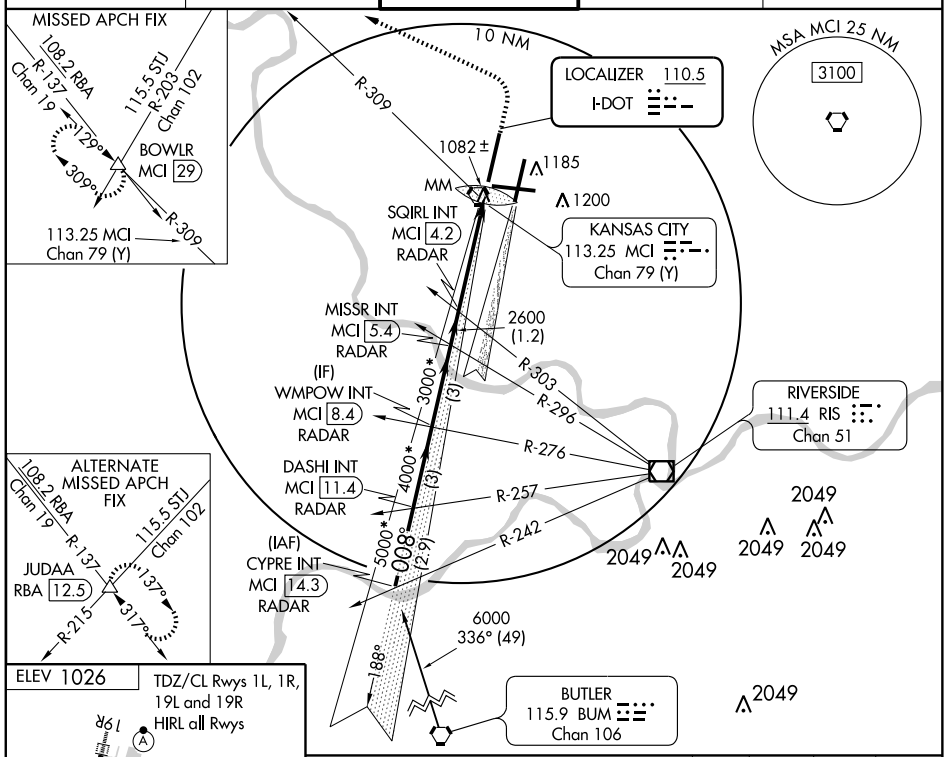
# ILS or LOC RWY 1L
## KANSAS CITY INTL (MCI)

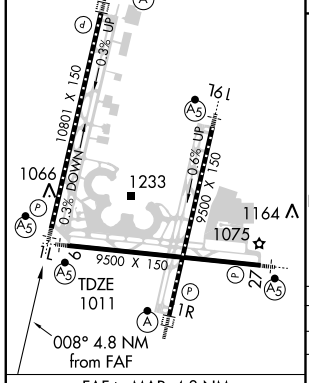
Simultaneous approach authorized with Rwy 1R. LOC procedure NA during simultaneous operations.

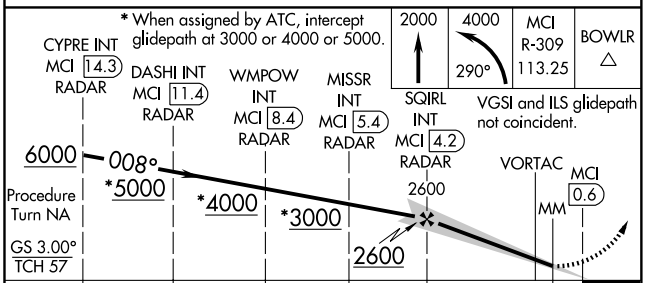
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 290° and MCI R-309 to BOWLR INT/MCI 29 DME and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | 1211/18 200 (200-½) | | | |
| S-LOC 1L | 1360/24 349 (400-½) | | | 1360/40 349 (400-¾) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-PVL | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 110.75 | 008° | TDZE | 1017 |
| Chan 44 (Y) | | Apt Elev | 1026 |

# ILS or LOC RWY 1R

## KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

ALTERNATE MISSED APCH FIX: LYMES MCI 29.2 — 113.25 MCI R-089 Chan 79 (Y) — 269° — 089° — 114.0 ANX R-358 Chan 87

MISSED APCH FIX: 088° — 268° R-088 — NAPOLEON ANX 114.0 Chan 87

LOCALIZER 110.75 I-PVL Chan 44 (Y)

KANSAS CITY 113.25 MCI Chan 79 (Y)

1185 — 1200 — IM — MM — 1033±

RIBBS INT I-PVL 6.5 RADAR

2600 (1.2)

SMOKE INT I-PVL 7.7 RADAR

(IF) TERKY INT I-PVL 10.7 RADAR

BARBQ INT I-PVL 13.7 RADAR

(IAF) SPICY INT I-PVL 16.6 RADAR

10 NM

*3000 (3) — *4000 (3) — *5000 (2.9) — 008° — R-295 — R-304 — R-272 — R-251 — R-236

RIVERSIDE 111.4 RIS Chan 51

2049 — 2049 — 2049 — 2049 — 2049

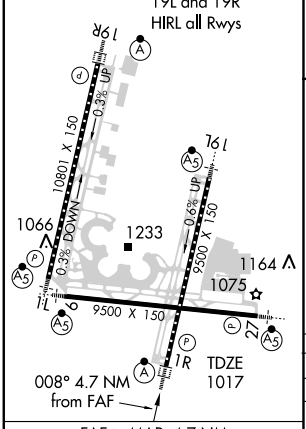
MSA MCI 25 NM — 3100

6000 — 336° (48) — 188°

BUTLER 115.9 BUM Chan 106 — 2049

ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R HIRL all Rwys




FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

1500 — 4000 — ANX 114.0

SPICY INT I-PVL 16.6 RADAR — BARBQ INT I-PVL 13.7 RADAR — TERKY INT I-PVL 10.7 RADAR — SMOKE INT I-PVL 7.7 RADAR — RIBBS INT I-PVL 6.5 RADAR

VGSI and ILS glidepath not coincident.

6000 — 008° — *5000 — *4000 — *3000 — 2600

I-PVL 2.6 MM — I-PVL 1.7 IM

Procedure Turn NA

GS 3.00° TCH 59

2.9 NM — 3 NM — 3 NM — 1.2 NM — 3.8 NM — 0.5 — 0.3 — 0.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | 1217/18 200 (200-½) | | | |
| S-LOC 1R | 1360/24 343 (400-½) | | | 1360/40 343 (400-¾) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-RNI | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 109.7 | 091° | TDZE | 1015 |
| Chan 34 | | Apt Elev | 1026 |

# ILS or LOC RWY 9

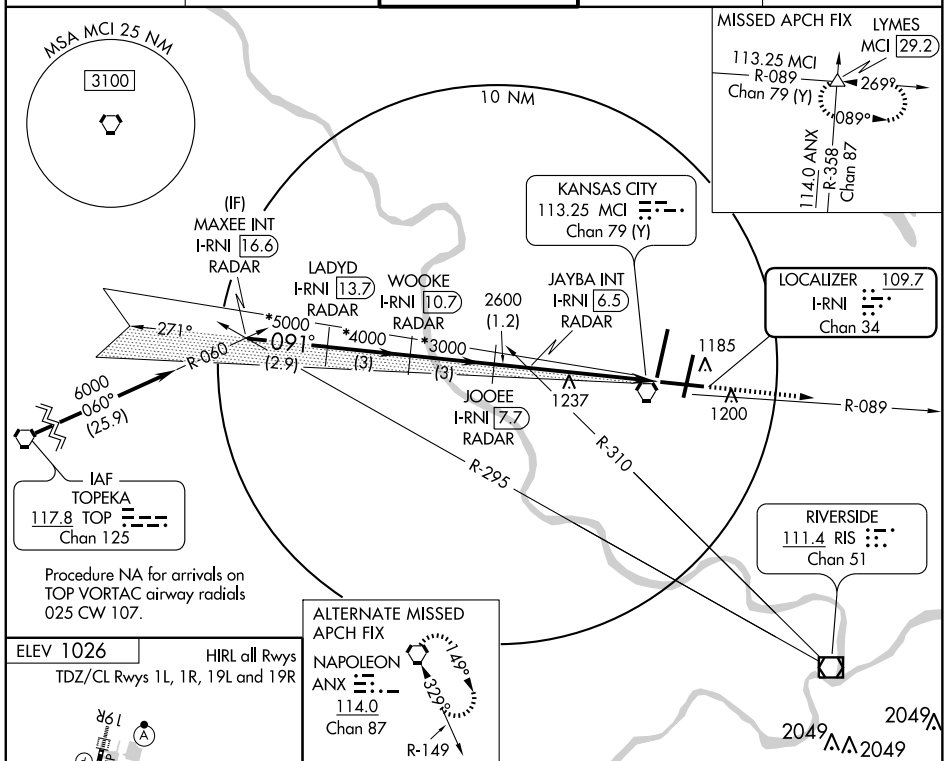
## KANSAS CITY INTL (MCI)

For inoperative MALSR, increase S-LOC 9 Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-ILS 9. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 4000 via MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

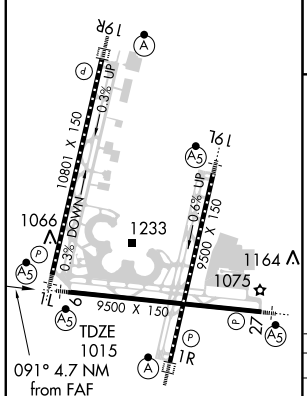
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

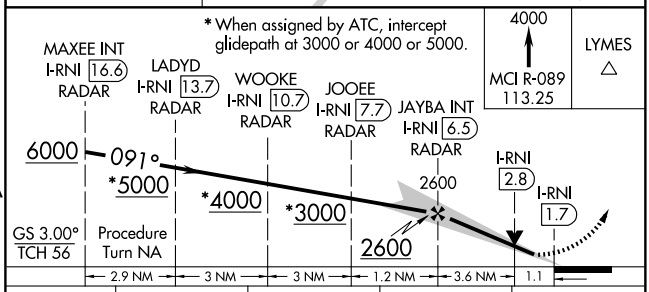



ELEV 1026

HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19L and 19R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 1265/40 250 (300-¾) | | | |
| S-LOC 9 | 1420/40 405 (400-¾) | | | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-DYH | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 109.55 | 188° | TDZE | 994 |
| Chan 32 (Y) | | Apt Elev | 1026 |

# ILS or LOC RWY 19L

## KANSAS CITY INTL (MCI)

For inoperative MALSR, increase S-LOC 19L Cat D visibility to RVR 5000.
Simultaneous approach authorized with Rwy 19R.
LOC procedures NA during simultaneous operations.
DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

1618

ST. JOSEPH
115.5 STJ
Chan 102

6000
143° (28.2)

R-143 MCI R-012 008°

(IAF)
GAYLY INT
I-DYH 16.7
RADAR

188° (2.9)

5000*

YOVNU
I-DYH 13.8
RADAR

4000* (3)

(IF)
ZASBO
I-DYH 10.8
RADAR

3000* (3)

ROMNS
I-DYH 7.8
RADAR

2600
(1.2)

FELUR
I-DYH 6.6
RADAR

10 NM

MM

1053 ±

1185

1200

KANSAS CITY
113.25 MCI
Chan 79 (Y)

MSA MCI 25 NM
3100

LOCALIZER 109.55
I-DYH
Chan 32 (Y)

ALTERNATE MISSED APCH FIX
LYMES
MCI 29.2
113.25 MCI
R-089
Chan 79 (Y)
269°
089°
114.0 ANX
R-358
Chan 87

MISSED APCH FIX
088°
268°
R-088
NAPOLEON
ANX
114.0
Chan 87

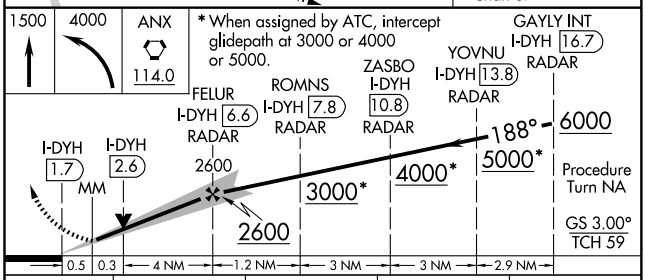
ELEV 1026

188° 4.8 NM
from FAF

19R
19L
16L
1L
1R
TDZE
994
10801 X 150
9500 X 150
0.3% UP
0.6% UP
0.3% DOWN
1066
1233
1164
1075

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L | 1194/18 200 (200-½) | | | |
| S-LOC 19L | 1300/24 306 (300-½) | | | 1300/40 306 (300-¾) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-PAJ | APP CRS | Rwy Idg 10801 |
|---|---|---|
| 109.1 | 188° | TDZE 989 |
| Chan 28 | | Apt Elev 1026 |

# ILS or LOC RWY 19R

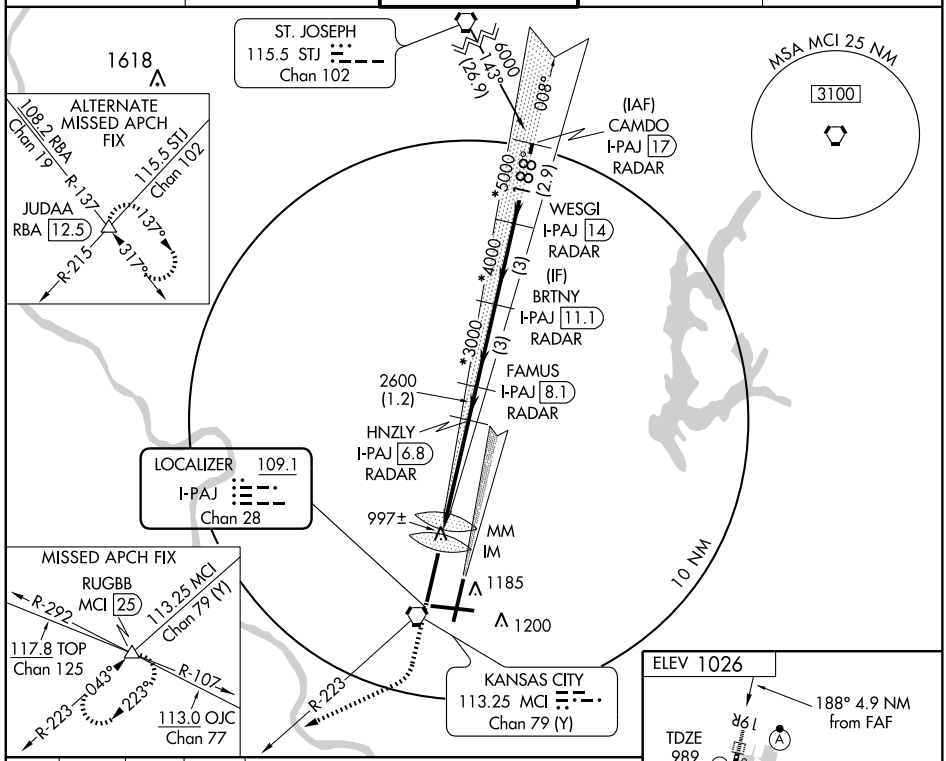
KANSAS CITY INTL (MCI)

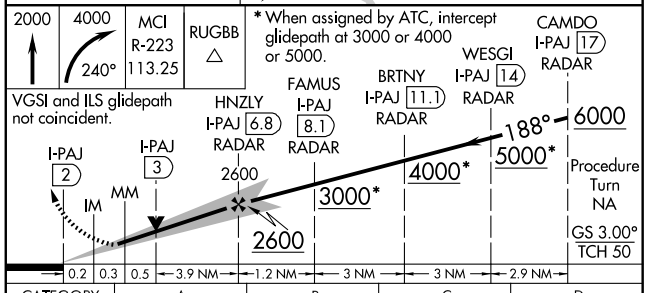
Simultaneous approach authorized with Rwy 19L. DME or RADAR Required. LOC procedure NA during simultaneous operations.

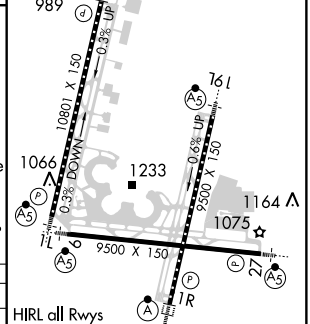
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | 1189/18 200 (200-½) | | | |
| S-LOC 19R | 1360/24 371 (400-½) | | | 1360/40 371 (400-¾) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-UQY | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 109.7 | 271° | TDZE | 1026 |
| Chan 34 | | Apt Elev | 1026 |

# ILS or LOC RWY 27

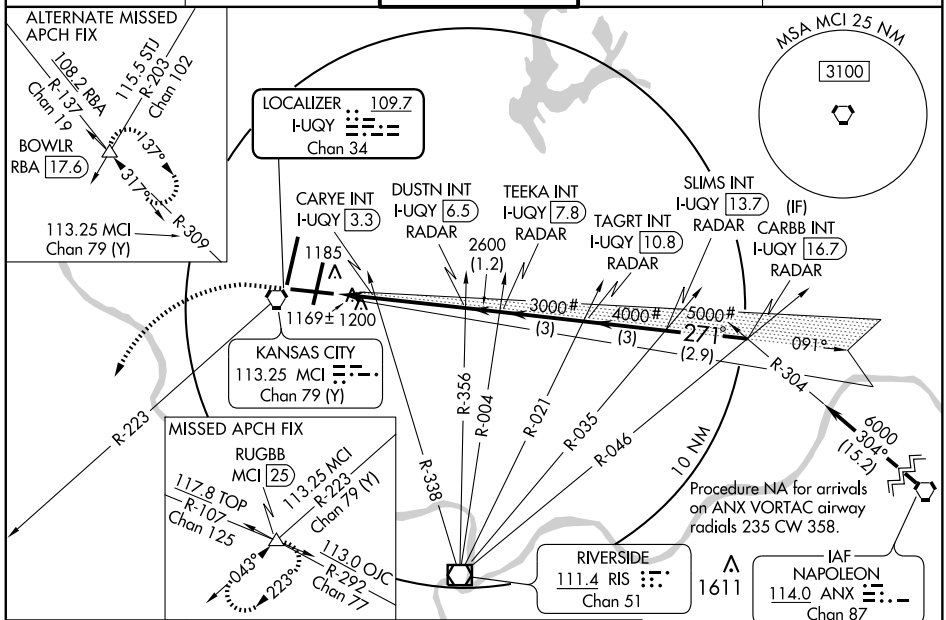
## KANSAS CITY INTL (MCI)

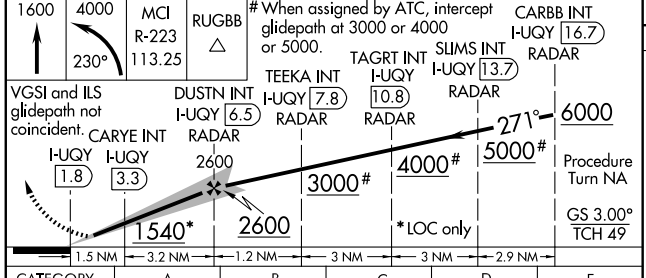
**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1¾ mile and CARYE FIX Minimums S-LOC 27 Cat E visibility to 1½ mile.

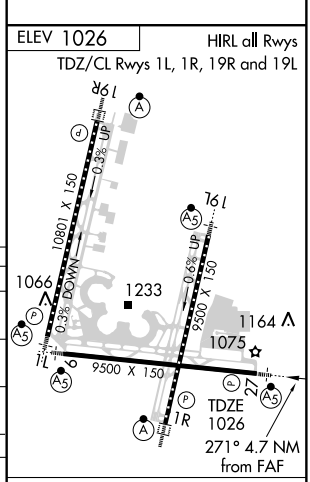
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via heading 230° and MCI R-223 to RUGBB INT and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 27 | | **1226/24 200 (200-½) | | | 1226/24 200 (200-½) |
| S-LOC 27 | 1540/24 514 (600-½) | | 1540/50 514 (600-1) | 1540/60 514 (600-1¼) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |
| | CARYE FIX MINIMUMS | | | | |
| S-LOC 27 | 1440/24 414 (500-½) | | 1440/40 414 (500-¾) | | 1440/50 414 (500-1) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

NC-3. 08 APR 2010 to 06 MAY 2010

KANSAS CITY, MISSOURI

AL-780 (FAA)

| LOC/DME I-PVL | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 110.75 | 008° | TDZE | 1017 |
| Chan 44 (Y) | | Apt Elev | 1026 |

# ILS RWY 1R (CAT II)

## KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

ALTERNATE MISSED APCH FIX

LYMES MCI 29.2

113.25 MCI R-089 Chan 79 (Y)

269°

089°

114.0 ANX R-358 Chan 87

MISSED APCH FIX

088°

268°

NAPOLEON ANX 114.0 Chan 87

R-088

LOCALIZER 110.75 I-PVL Chan 44 (Y)

KANSAS CITY 113.25 MCI Chan 79 (Y)

1185

1200

IM

MM

1033±

RIBBS INT I-PVL 6.5 RADAR

2600 (1.2)

SMOKE INT I-PVL 7.7 RADAR

(IF) TERKY INT I-PVL 10.7 RADAR

BARBQ INT I-PVL 13.7 RADAR

(IAF) SPICY INT I-PVL 16.6 RADAR

10 NM

*3000 (3)

*4000 (3)

*5000 (2.9)

008°

188°

R-295

R-304

R-272

R-251

R-236

RIVERSIDE 111.4 RIS Chan 51

2049

MSA MCI 25 NM

3100

6000

336° (48)

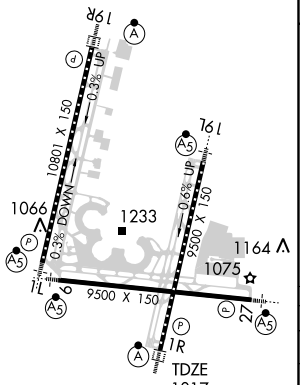
BUTLER 115.9 BUM Chan 106

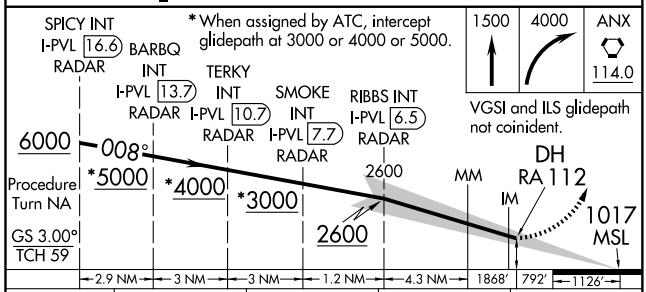
2049

ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R

HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | RA 112/12 100 DA 1117 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

KANSAS CITY, MISSOURI

AL-780 (FAA)

| LOC/DME I-PVL | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 110.75 | 008° | TDZE | 1017 |
| Chan 44 (Y) | | Apt Elev | 1026 |

# ILS RWY 1R (CAT III)

## KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

ALTERNATE MISSED APCH FIX

LYMES MCI 29.2

113.25 MCI R-089 Chan 79 (Y)

269°

089°

114.0 ANX R-358 Chan 87

MISSED APCH FIX

088°

268°

NAPOLEON ANX R-088

114.0 Chan 87

LOCALIZER 110.75 I-PVL Chan 44 (Y)

KANSAS CITY 113.25 MCI Chan 79 (Y)

1185

1200

IM

MM

1033±

RIBBS INT I-PVL 6.5 RADAR

2600 (1.2)

SMOKE INT I-PVL 7.7 RADAR

(IF)

TERKY INT I-PVL 10.7 RADAR

BARBQ INT I-PVL 13.7 RADAR

(IAF)

SPICY INT I-PVL 16.6 RADAR

10 NM

R-295 R-304 R-272 R-251 R-236

*3000 (3)

*4000 (3)

*5000 (2.9)

008°

188°

6000 336° (48)

RIVERSIDE 111.4 RIS Chan 51

2049

BUTLER 115.9 BUM Chan 106

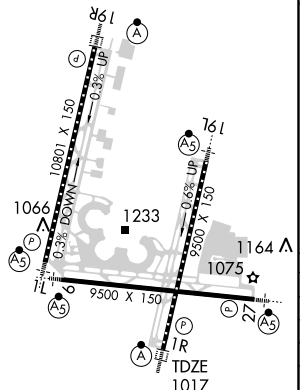
MSA MCI 25 NM

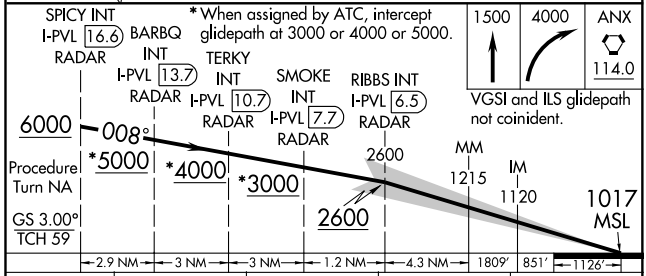
3100

ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R

HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | CAT IIIa RVR 07 | | | |
| S-ILS 1R | CAT IIIb RVR 06 | | | |
| S-ILS 1R | CAT IIIc NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-PAJ | APP CRS | Rwy Idg 10801 |
|---|---|---|
| 109.1 | 188° | TDZE 989 |
| Chan 28 | | Apt Elev 1026 |

# ILS RWY 19R (CAT II)

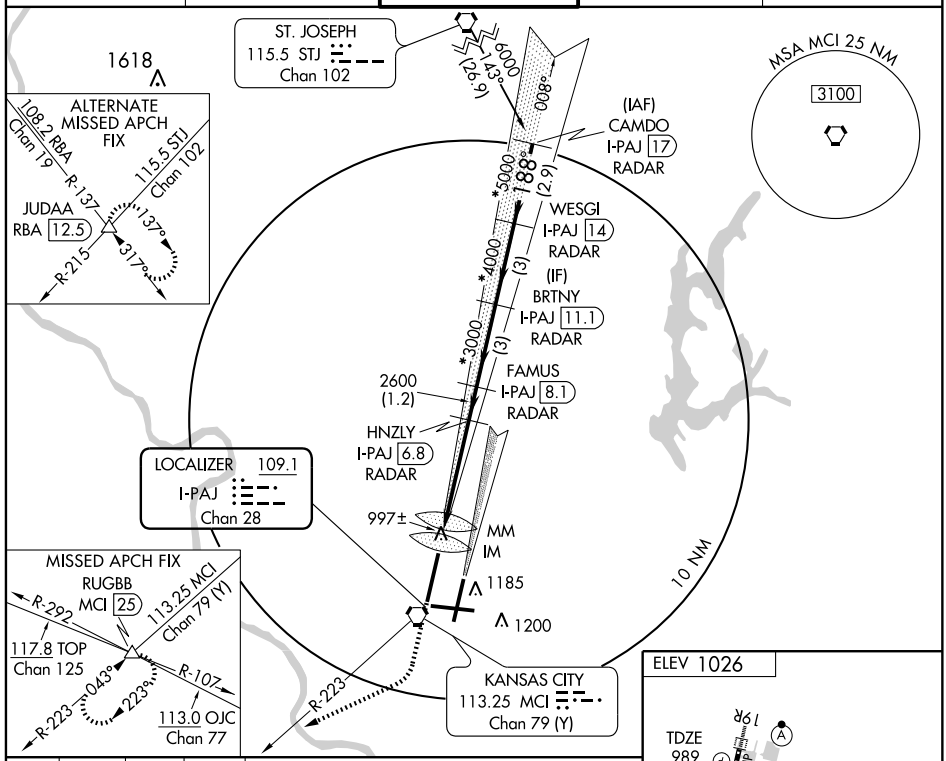
## KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

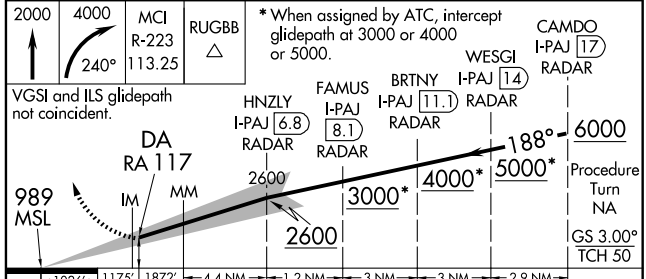
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| 2000 | 4000 | MCI | RUGBB |
|---|---|---|---|
| | 240° | R-223 | △ |
| | | 113.25 | |

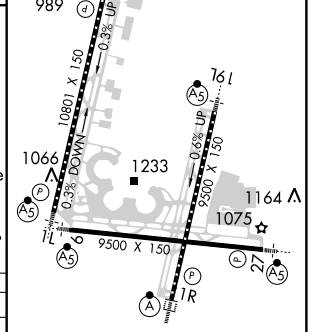
VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | RA 117/12 100 DA 1089 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3. 08 APR 2010 to 06 MAY 2010

KANSAS CITY, MISSOURI

AL-780 (FAA)

# ILS RWY 19R (CAT III)

KANSAS CITY INTL (MCI)

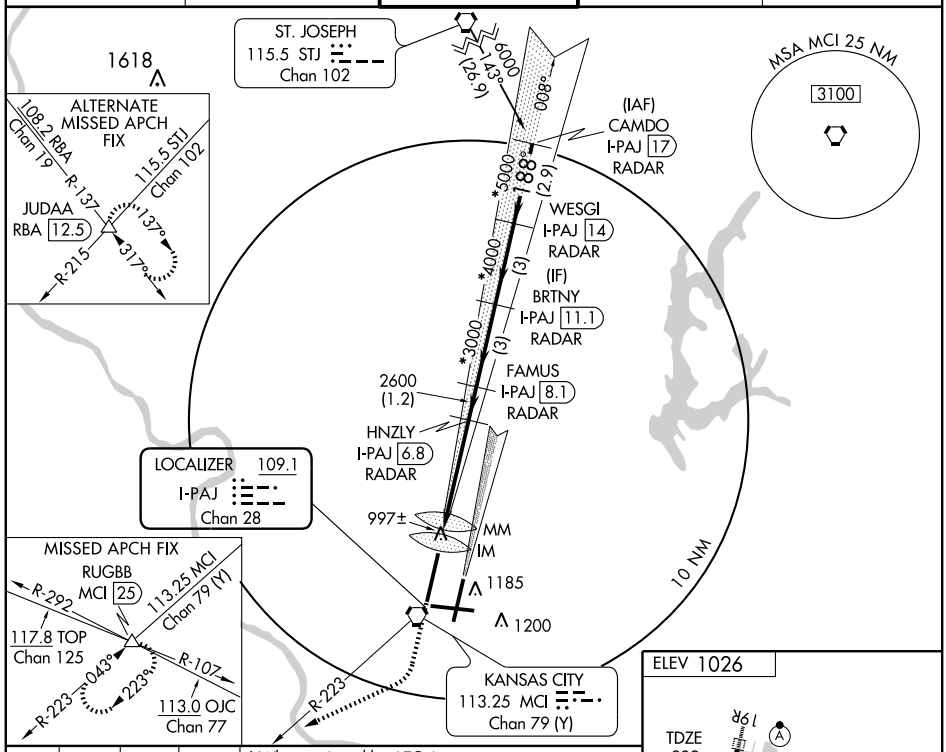
| LOC/DME I-PAJ | APP CRS | Rwy Idg 10801 |
|---|---|---|
| 109.1 | 188° | TDZE 989 |
| Chan 28 | | Apt Elev 1026 |

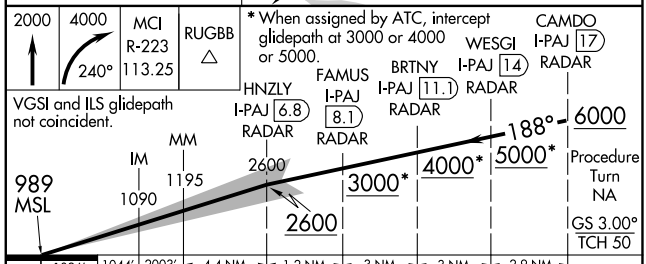
Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

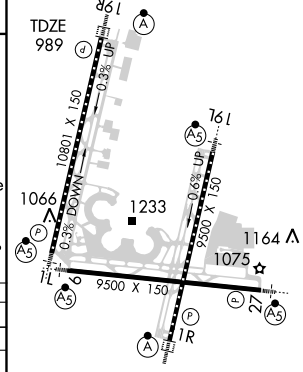



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | CAT IIIa RVR 07 | | | |
| S-ILS 19R | CAT IIIb RVR 06 | | | |
| S-ILS 19R | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 1026



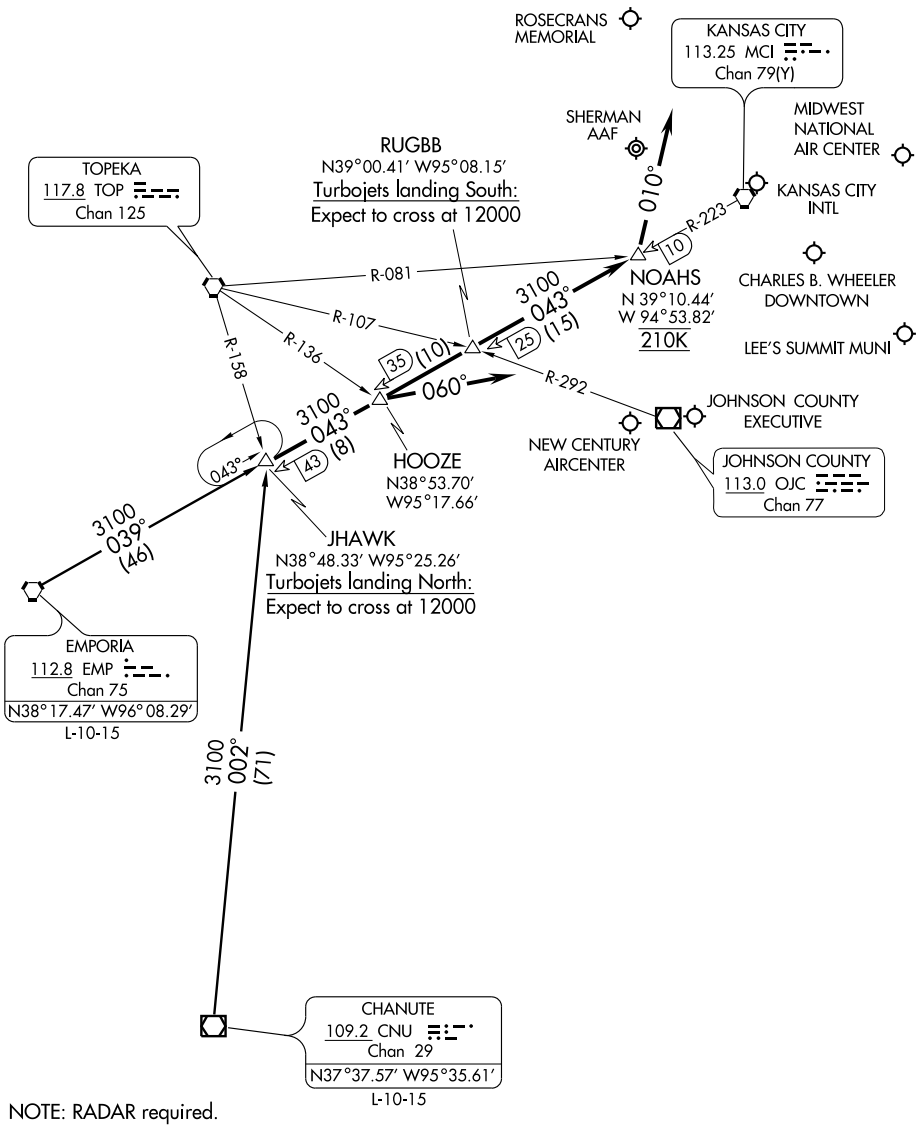

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3. 08 APR 2010 to 06 MAY 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

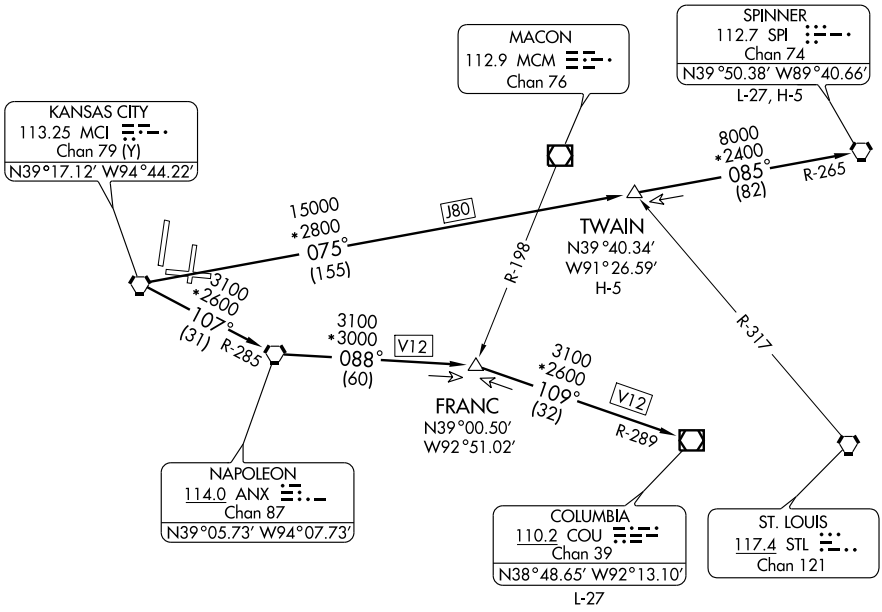
....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

# LAKES FIVE DEPARTURE

SL-780 (FAA)

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1




TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

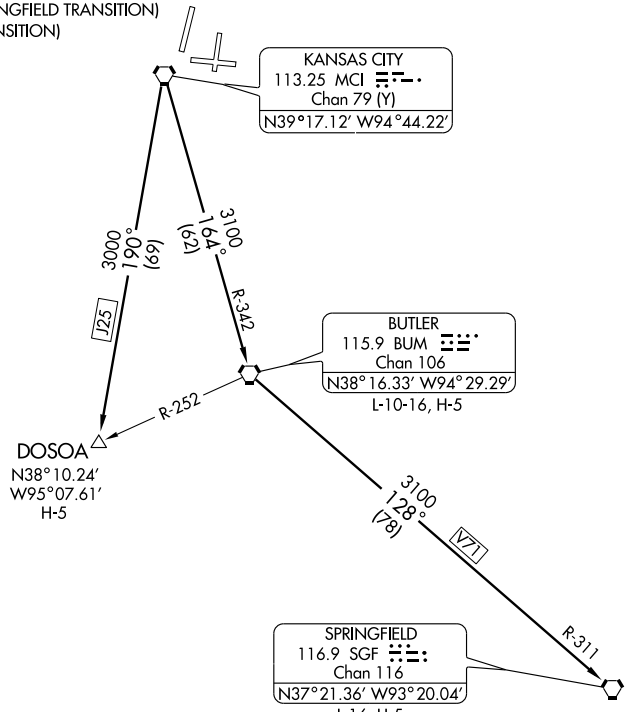
COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

# RACER THREE DEPARTURE

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)
124.7 284.7 (DOSOA TRANSITION)




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

| WAAS | APP CRS | Rwy Idg | 10801 |
|---|---|---|---|
| CH 42808 | 008° | TDZE | 1011 |
| W01B | | Apt Elev | 1026 |

# RNAV (GPS) Y RWY 1L

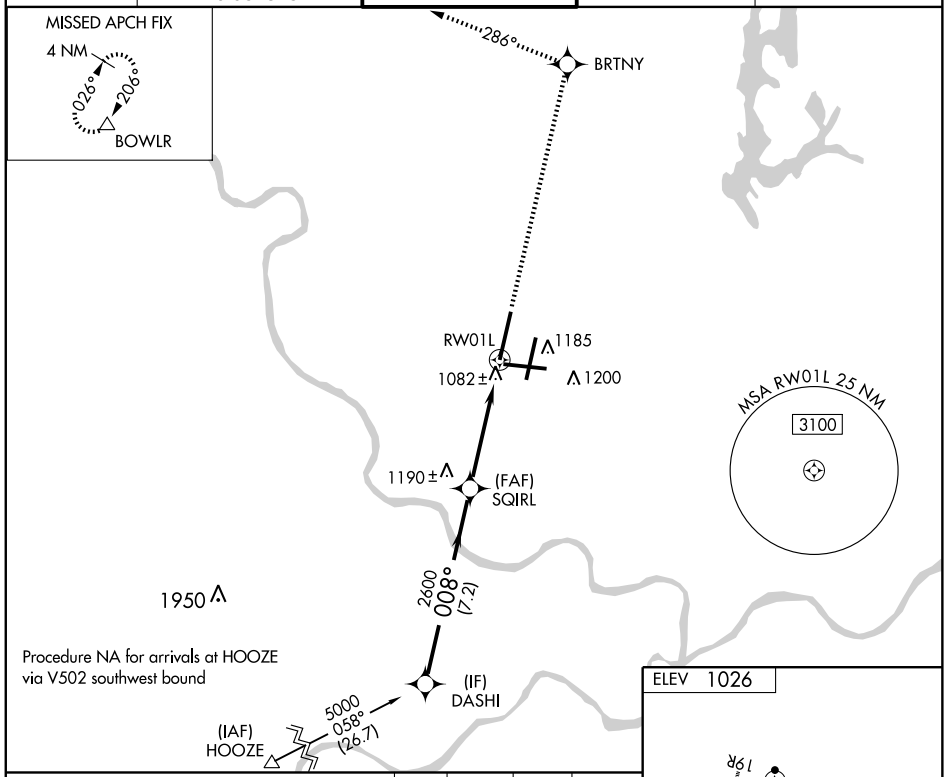
KANSAS CITY INTL (MCI)

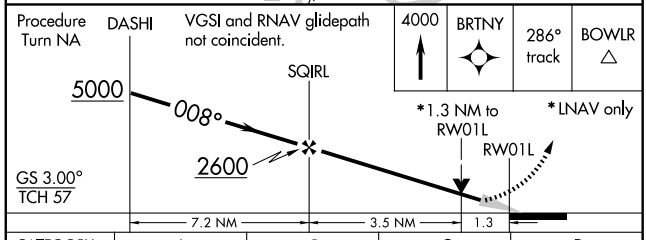
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

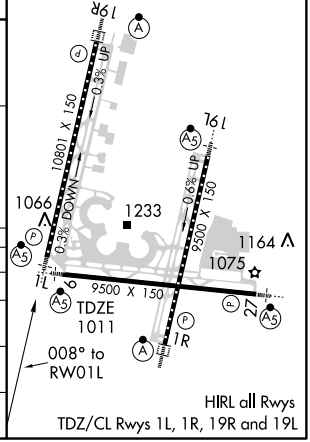
MALSR

MISSED APPROACH: Climb to 4000 direct BRTNY and via 286° track to BOWLR and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1304/24 293 (300-½) | | | |
| LNAV/VNAV DA | 1420/50 409 (400-1) | | | |
| LNAV MDA | 1480/24 469 (500-½) | | 1480/40 469 (500-¾) | 1480/50 469 (500-1) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 58208 | 008° | Rwy Idg | 9500 |
| W01A | | TDZE | 1017 |
| | | Apt Elev | 1026 |

# RNAV (GPS) Y RWY 1R

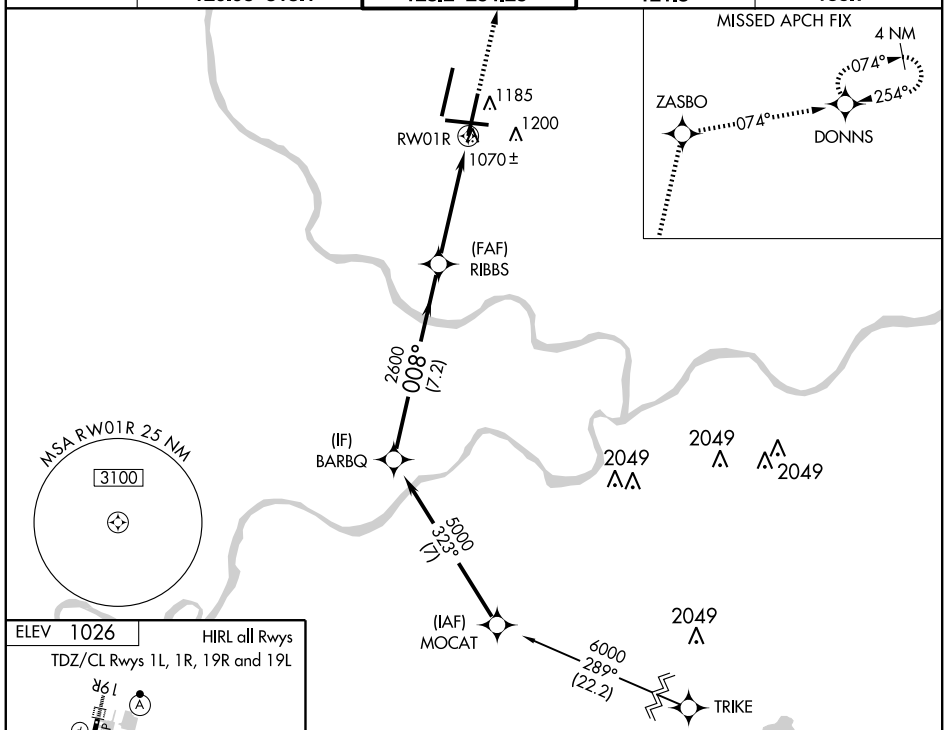
KANSAS CITY INTL (MCI)

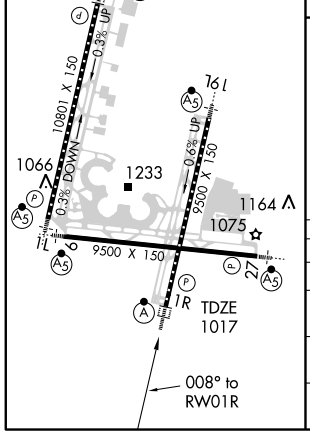
For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DMD/DME RNP-0.3 NA.

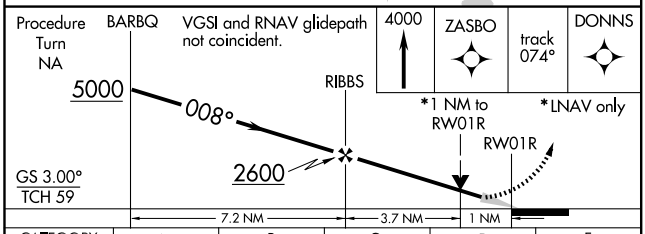
ALSF-2

MISSED APPROACH: Climb to 4000 direct ZASBO and via track 074° direct DONNS and hold

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1267/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 1326/24 309 (300-½) | | | 1326/40 309 (300-¾) | |
| LNAV MDA | 1400/24 383 (400-½) | | | 1400/50 383 (400-1) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| CH 56608 | 091° | TDZE | 1015 |
| W09A | | Apt Elev | 1026 |

# RNAV (GPS) Y RWY 9

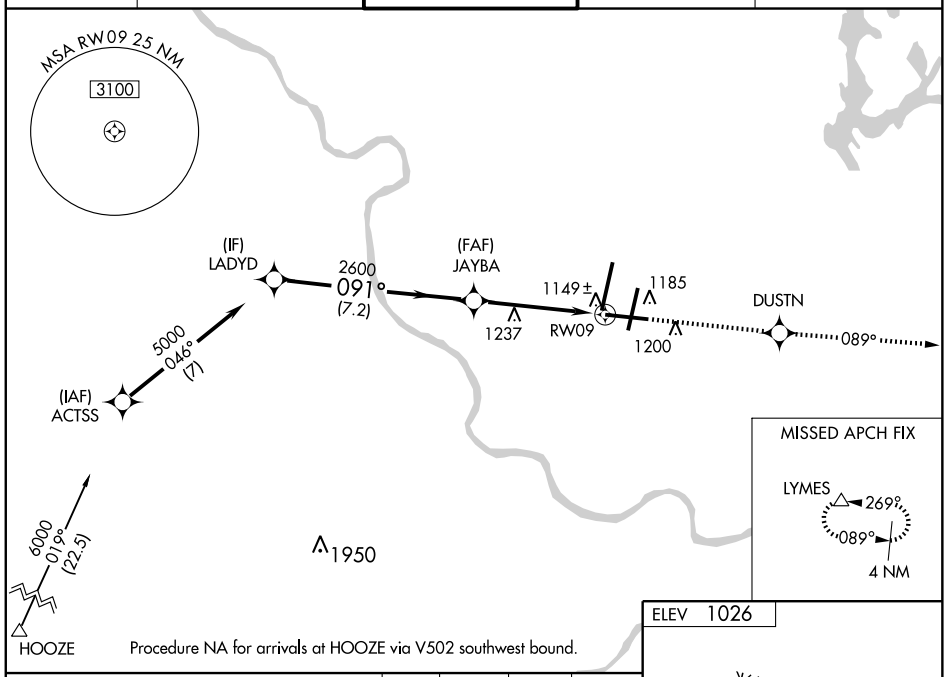
## KANSAS CITY INTL (MCI)

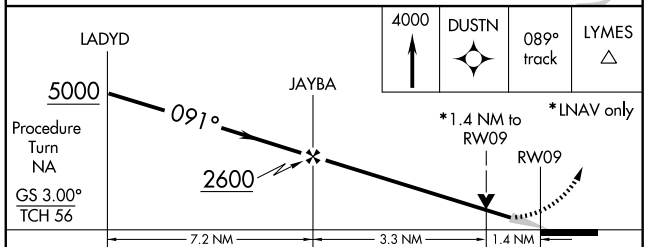
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA
For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000 and Cat. E visibility to 1¾ mile.
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSR

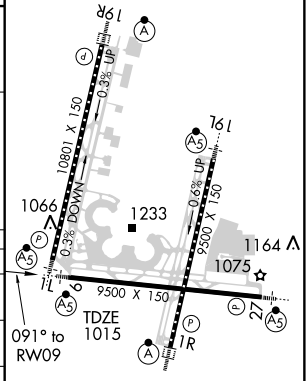
MISSED APPROACH: Climb to 4000 direct DUSTN and via 089° track to LYMES and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1315/50 300 (300-1) | | | | |
| LNAV/VNAV DA | 1419-1½ 404 (400-1½) | | | | |
| LNAV MDA | 1500/40 485 (500-¾) | | | 1500/50 485 (500-1) | 1500/60 485 (500-1¼) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |




NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| CH 82108 | 188° | TDZE | 994 |
| W19A | | Apt Elev | 1026 |

# RNAV (GPS) Y RWY 19L

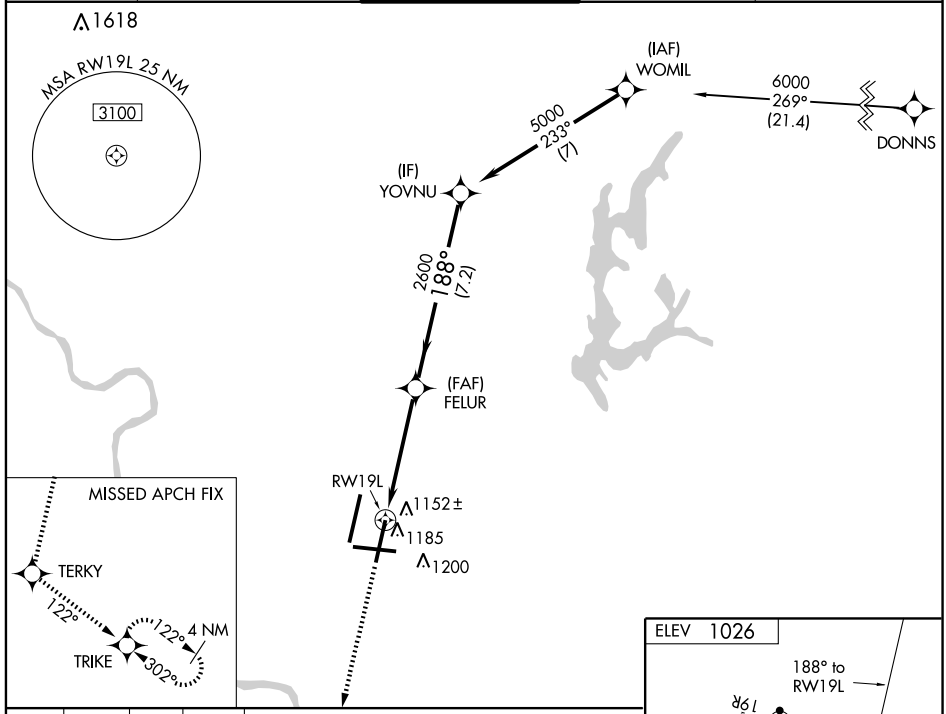
KANSAS CITY INTL (MCI)

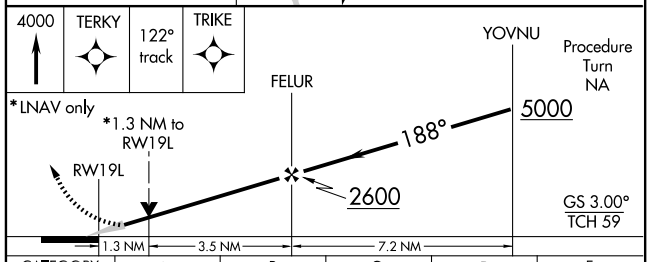
DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.

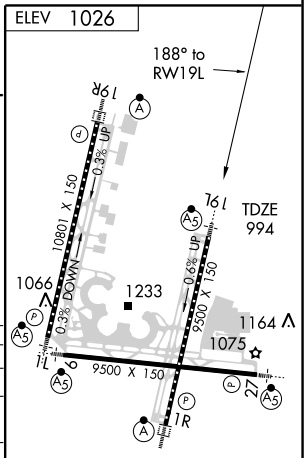
MALSR

MISSED APPROACH: Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1244/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 1397/50 403 (400-1) | | | | |
| LNAV MDA | 1440/24 446 (500-½) | | 1440/40 446 (500-¾) | 1440/50 446 (500-1) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 10801 |
|---|---|---|---|
| CH 72908 | 188° | TDZE | 989 |
| W19B | | Apt Elev | 1026 |

# RNAV (GPS) Y RWY 19R

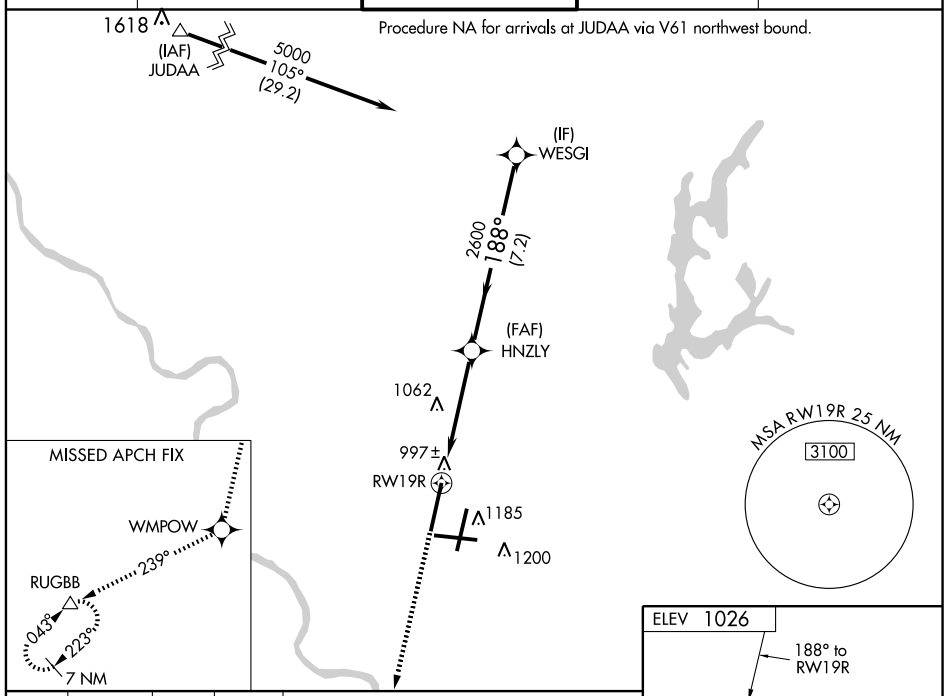
KANSAS CITY INTL (MCI)

For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

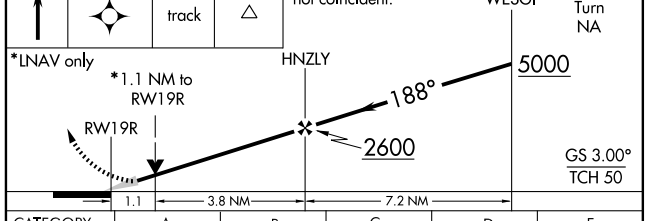
ALSF-2

MISSED APPROACH: Climb to 4000 direct WMPOW and via 239° track to RUGBB and hold.

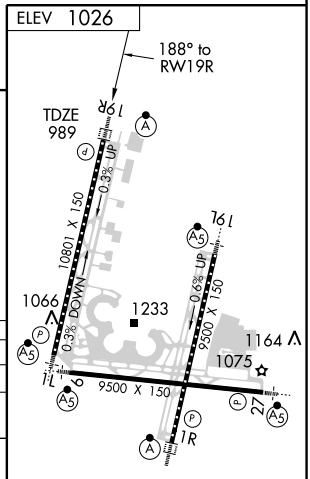
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| 4000 | WMPOW | 239° track | RUGBB | VGSI and RNAV glidepath not coincident. | WESGI | Procedure Turn NA |
|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1239/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 1260/24 271 (300-½) | | | 1260/40 271 (300-¾) | |
| LNAV MDA | 1380/24 391 (400-½) | | | 1380/50 391 (400-1) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy ldg | 9500 |
|---|---|---|---|
| CH 82708 | 271° | TDZE | 1026 |
| W27A | | Apt Elev | 1026 |

# RNAV (GPS) Y RWY 27

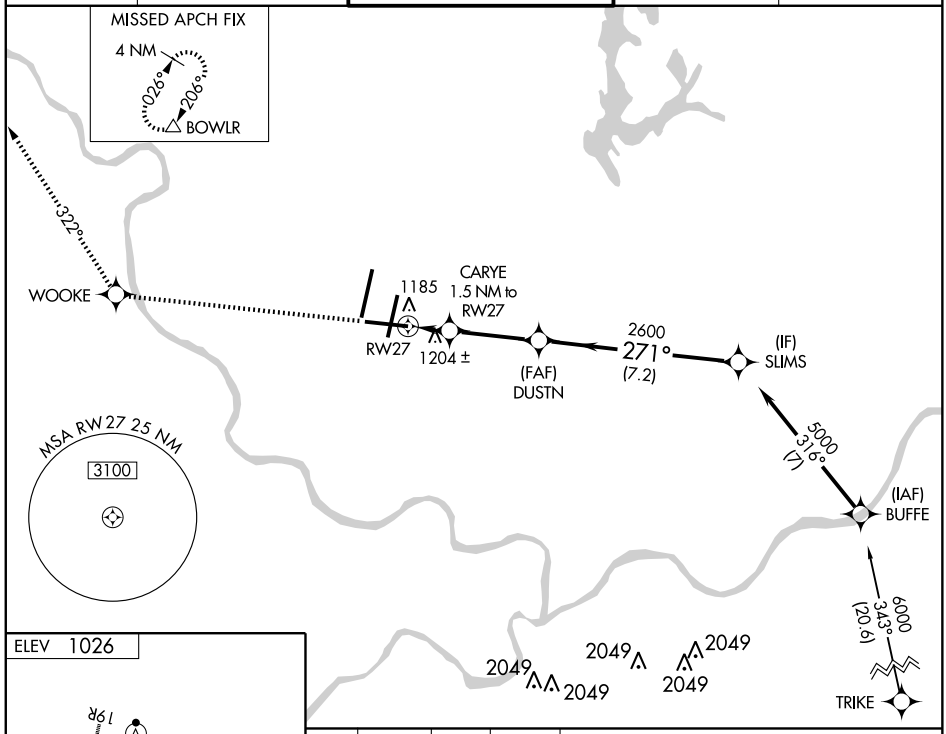
## KANSAS CITY INTL (MCI)

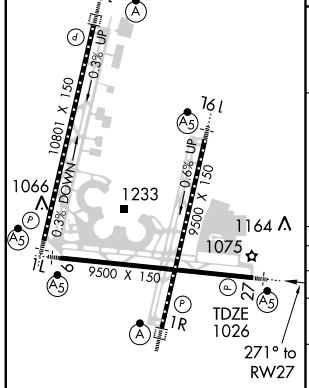
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR (A5)

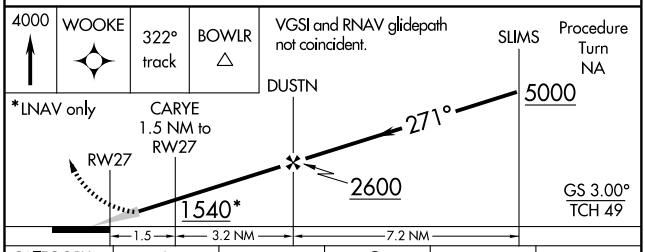
MISSED APPROACH: Climb to 4000 direct WOOKE and via 322° track to BOWLR and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1276/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 1495/60 469 (500-1¼) | | | | |
| LNAV MDA | 1460/24 434 (500-½) | | 1460/40 434 (500-¾) | | 1460/50 434 (500-1) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | | 1580-2 554 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 10801 |
|---|---|---|
| 008° | TDZE | 1011 |
| | Apt Elev | 1026 |

# RNAV (RNP) Z RWY 1L

KANSAS CITY INTL (MCI)

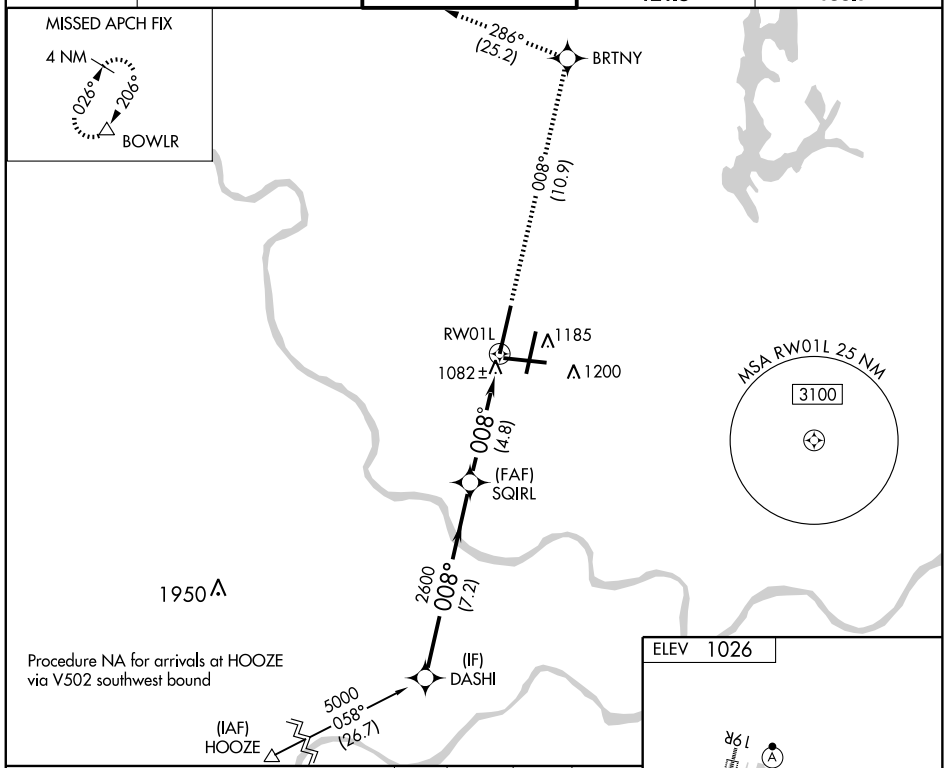
For inoperative MALSR, increase RNP 0.19 visibility to RVR 4000, and RNP 0.30 visibility to RVR 6000. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 47°C (116°F).
*Missed approach requires minimum climb of 375 feet per NM to 1600.

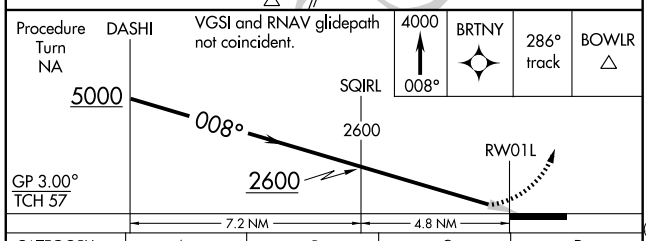
NA

MALSR

MISSED APPROACH: Climb to 4000 via 008° track to BRTNY and 286° track to BOWLR and hold.

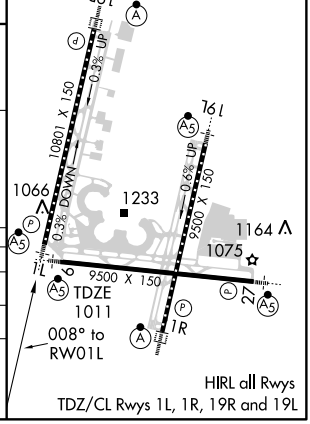
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.19 DA* | 1261/24 250 (300-½) | | | |
| RNP 0.30 DA | 1371/40 360 (400-¾) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED






NC-3, 08 APR 2010 to 06 MAY 2010

# RNAV (RNP) Z RWY 1R

KANSAS CITY INTL (MCI)

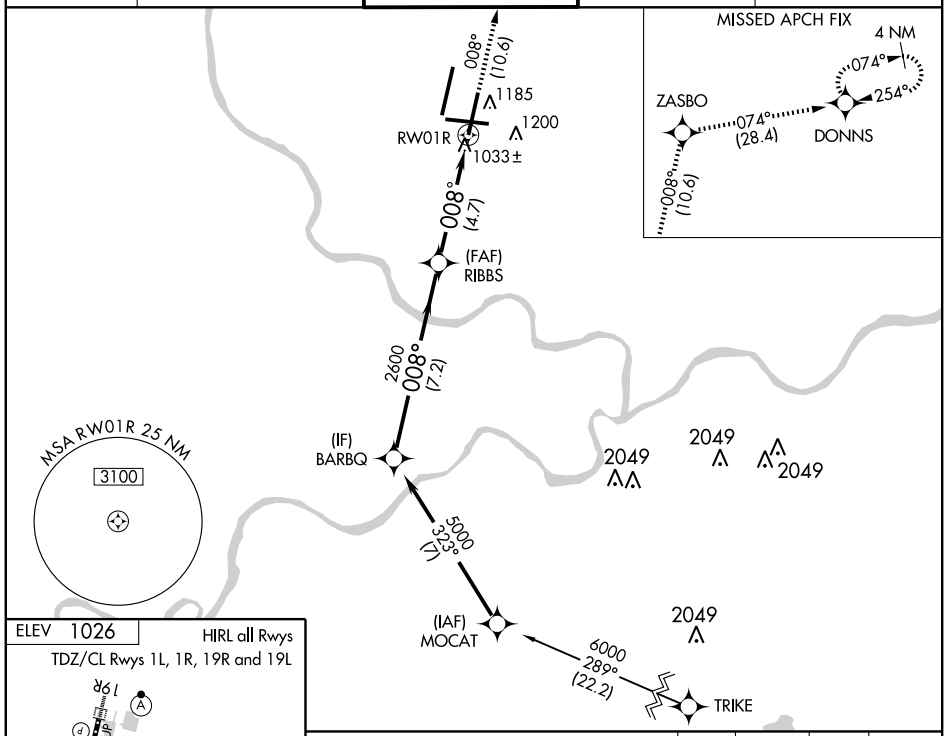
| APP CRS | Rwy Idg | 9500 |
|---|---|---|
| 008° | TDZE | 1016 |
| | Apt Elev | 1026 |

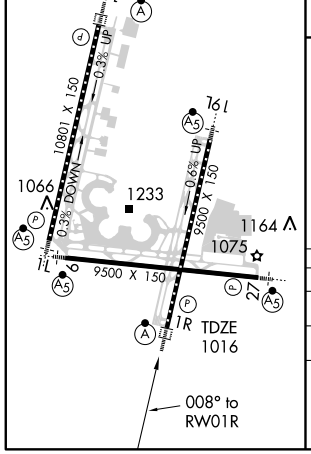
T NA GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).
For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

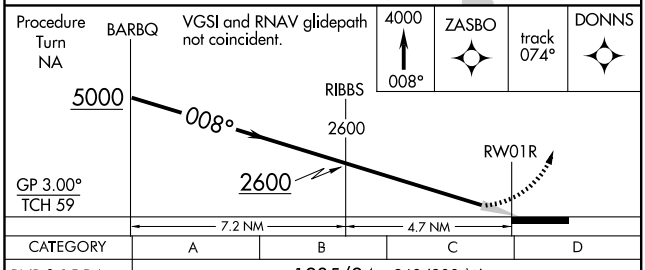
ALSF-2

MISSED APPROACH: Climb to 4000 via track 008° to ZASBO and via track 074° to DONNS and hold

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1285/24 268 (300-½) | | | |
| RNP 0.30 DA | 1324/24 307 (300-½) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 9500 |
|---|---|---|
| 091° | TDZE | 1015 |
| | Apt Elev | 1026 |

# RNAV (RNP) Z RWY 9

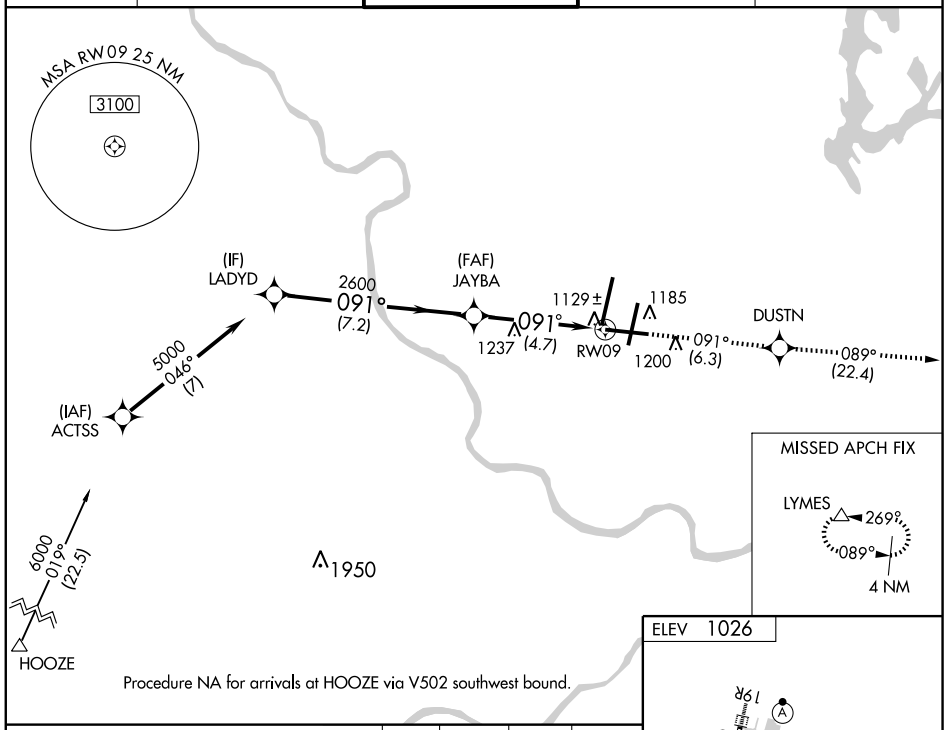
KANSAS CITY INTL (MCI)

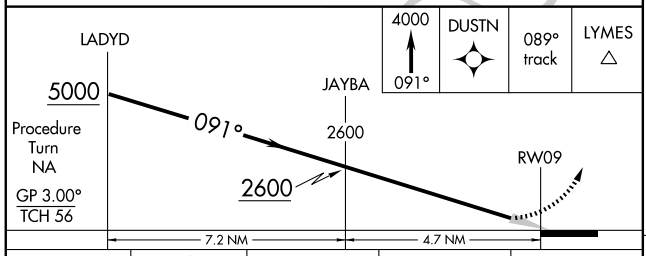
GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.

MALSR (A5)

MISSED APPROACH: Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.

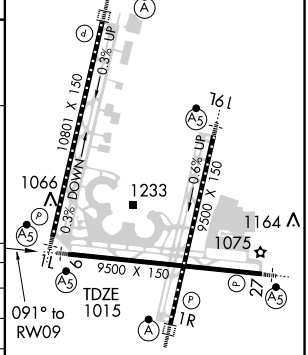
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1355/40 340 (400-¾) | | | |
| RNP 0.30 DA | 1392/40 377 (400-¾) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy ldg | 9500 |
|---|---|---|
| 188° | TDZE | 994 |
| | Apt Elev | 1026 |

# RNAV (RNP) Z RWY 19L

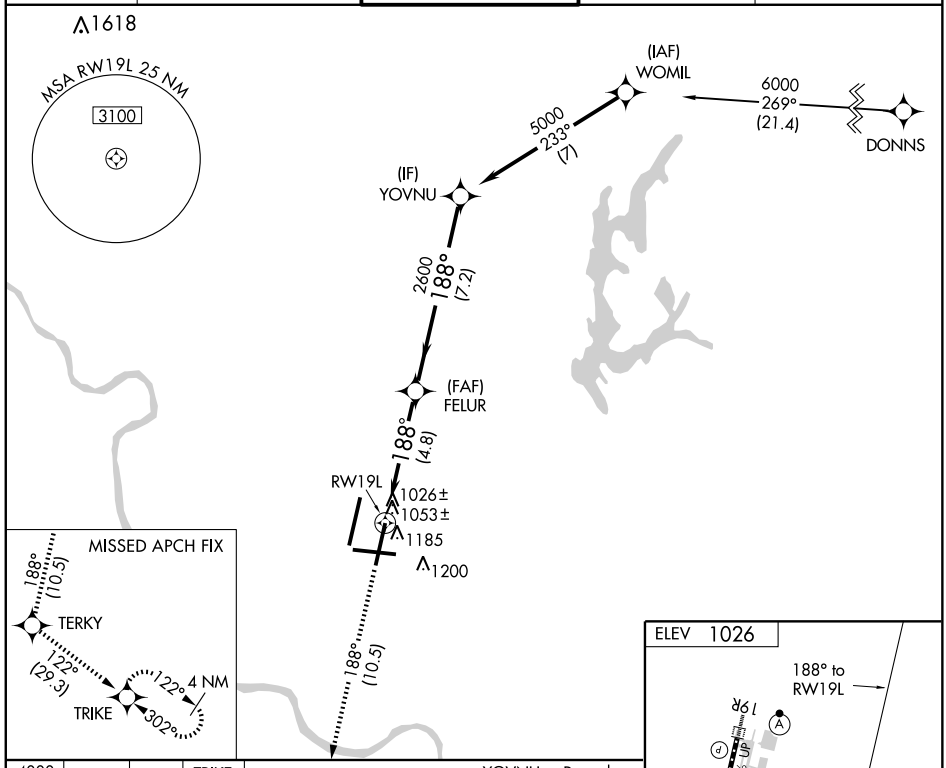
KANSAS CITY INTL (MCI)

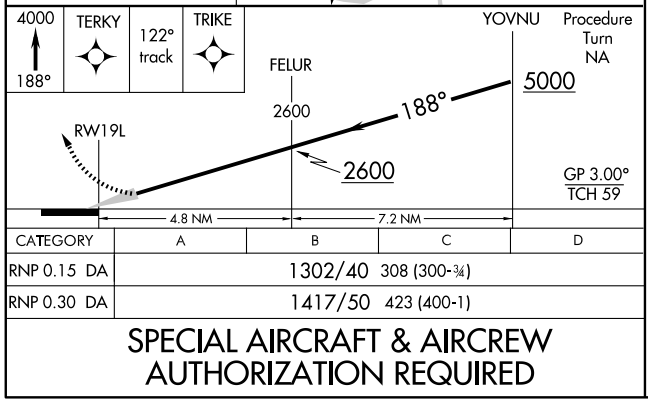
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F).
For inoperative MALSR increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 4000 via 188° track to TERKY and via 122° track to TRIKE and hold.

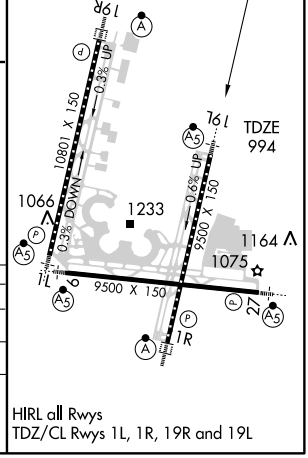
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1302/40 308 (300-¾) | | | |
| RNP 0.30 DA | 1417/50 423 (400-1) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 10801 |
|---|---|---|
| 188° | TDZE | 989 |
| | Apt Elev | 1026 |

# RNAV (RNP) Z RWY 19R

KANSAS CITY INTL (MCI)

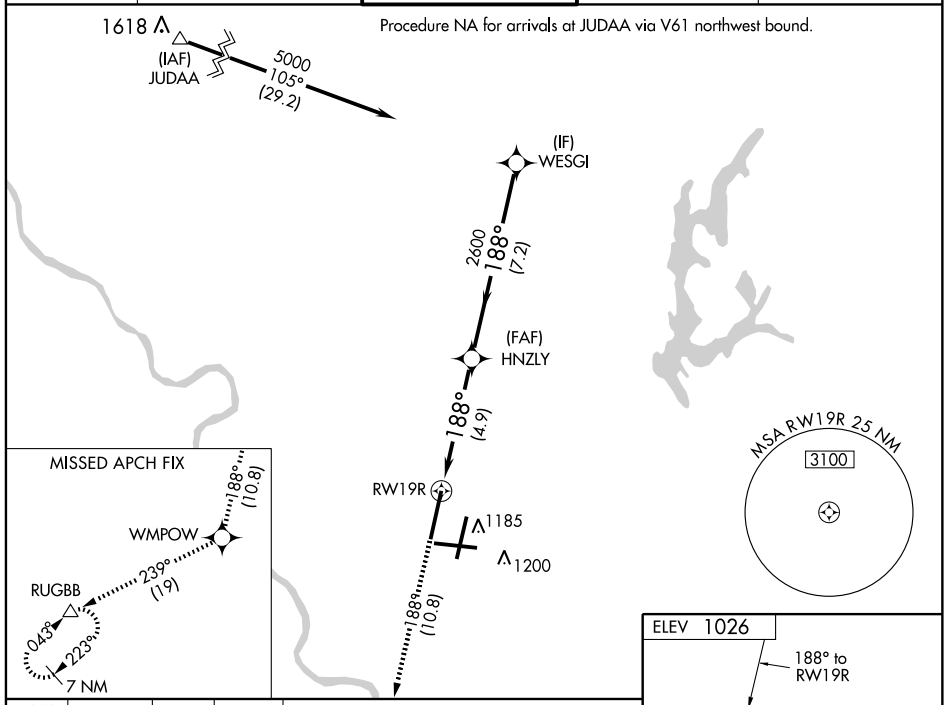
GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 46°C (114°F).
For inoperative ALSF, increase RNP 0.15 and 0.30 visibility to RVR 5000.

ALSF-2

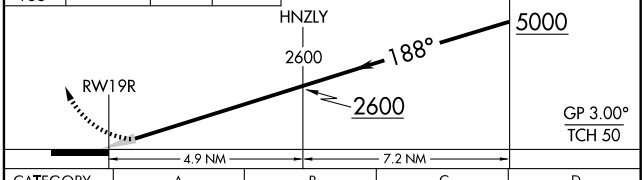
MISSED APPROACH: Climb to 4000 via 188° track to WMPOW and via 239° track to RUGBB and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

Procedure NA for arrivals at JUDAA via V61 northwest bound.

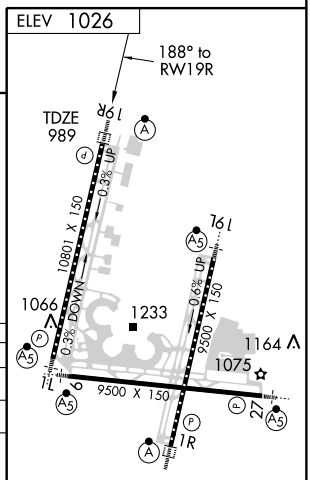



| 4000 / 188° | WMPOW | 239° track | RUGBB | VGSI and RNAV glidepath not coincident. | WESGI | Procedure Turn NA |
|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1239/24 | 250 (300-½) | | |
| RNP 0.30 DA | 1275/24 | 286 (300-½) | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED




NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 9500 |
|---|---|---|
| 271° | TDZE | 1026 |
| | Apt Elev | 1026 |

# RNAV (RNP) Z RWY 27

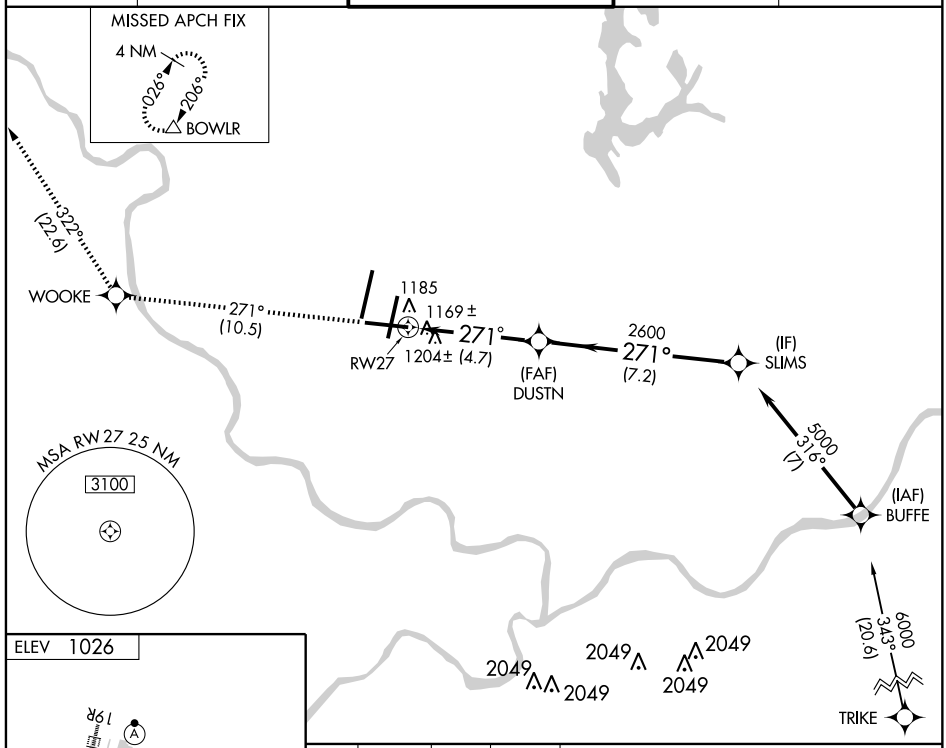
KANSAS CITY INTL (MCI)

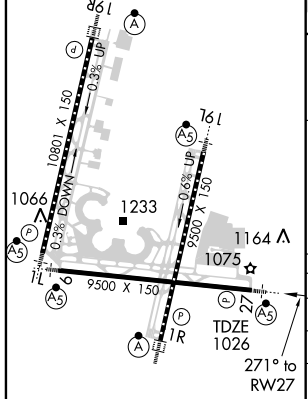
NA — GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to 1¾ mile.

MALSR

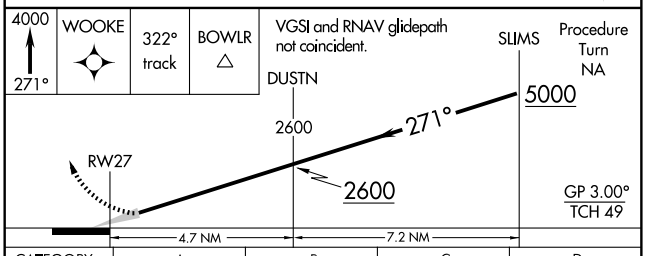
MISSED APPROACH: Climb to 4000 via 271° track to WOOKE and via 322° track to BOWLR and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1414/40 388 (400-¾) | | | |
| RNP 0.30 DA | 1492/60 466 (500-1¼) | | | |

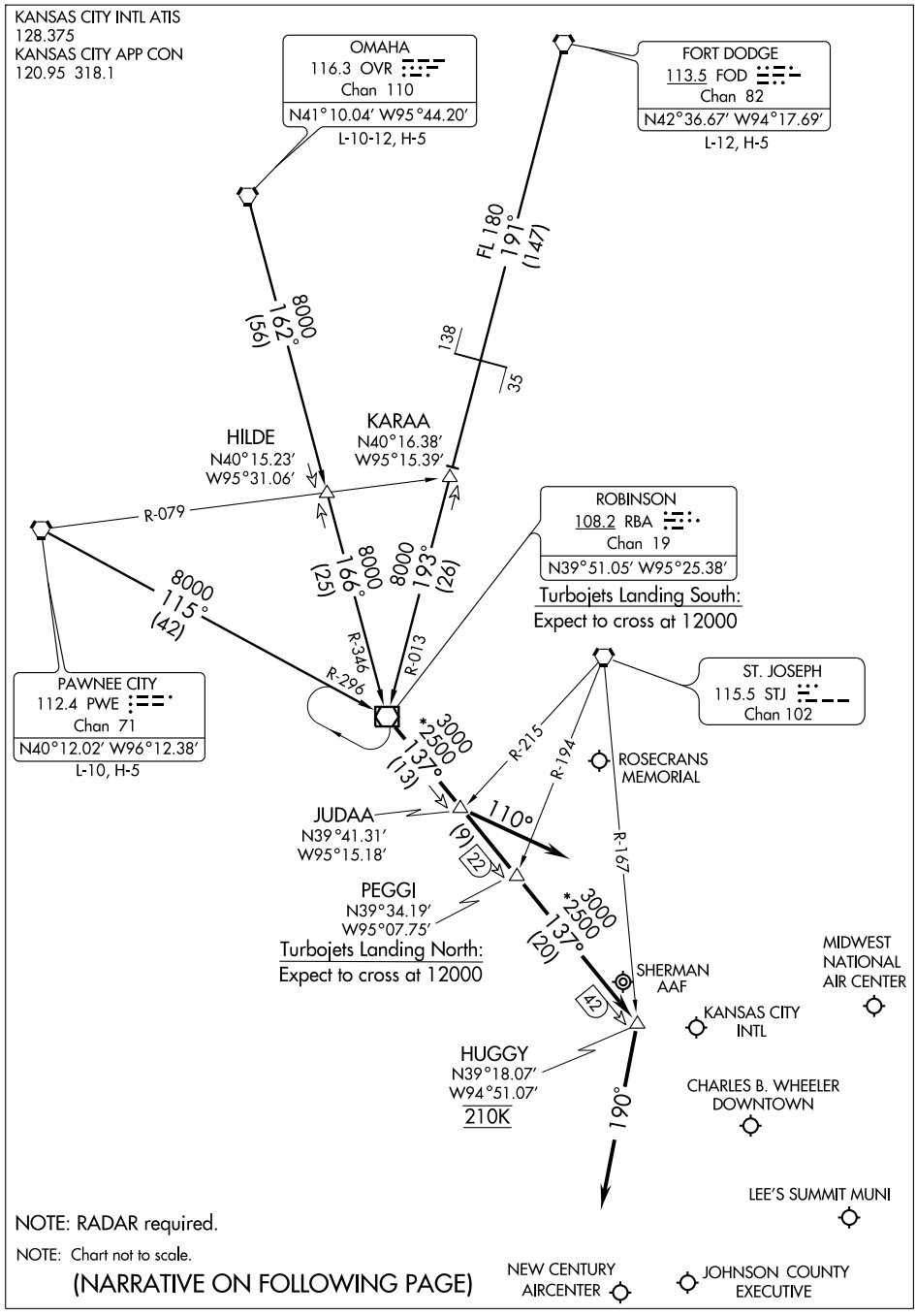
## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

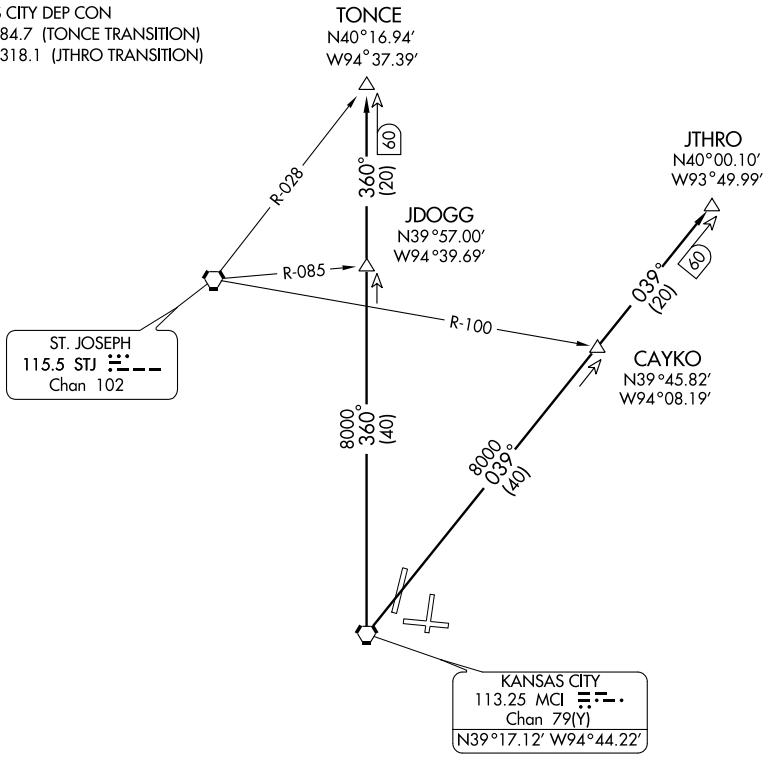
NC-3, 08 APR 2010 to 06 MAY 2010

# ROYAL THREE DEPARTURE

SL-780 (FAA)



ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7 (TONCE TRANSITION)
123.95 318.1 (JTHRO TRANSITION)




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

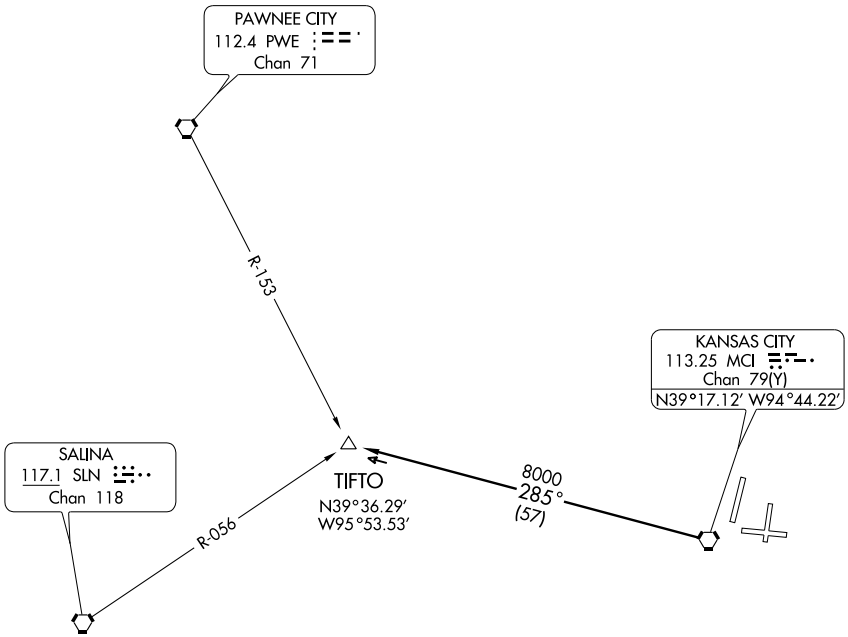
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 08 APR 2010 to 06 MAY 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

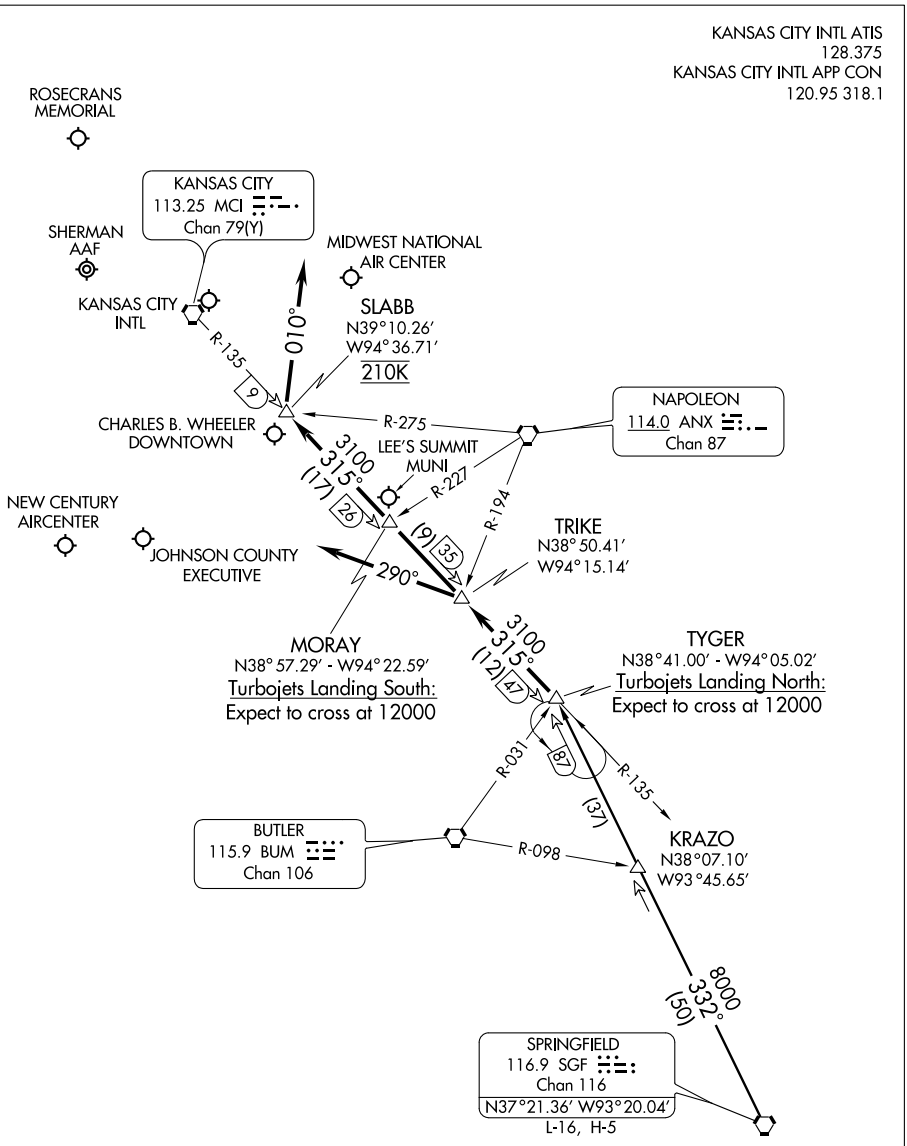
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-3, 08 APR 2010 to 06 MAY 2010

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

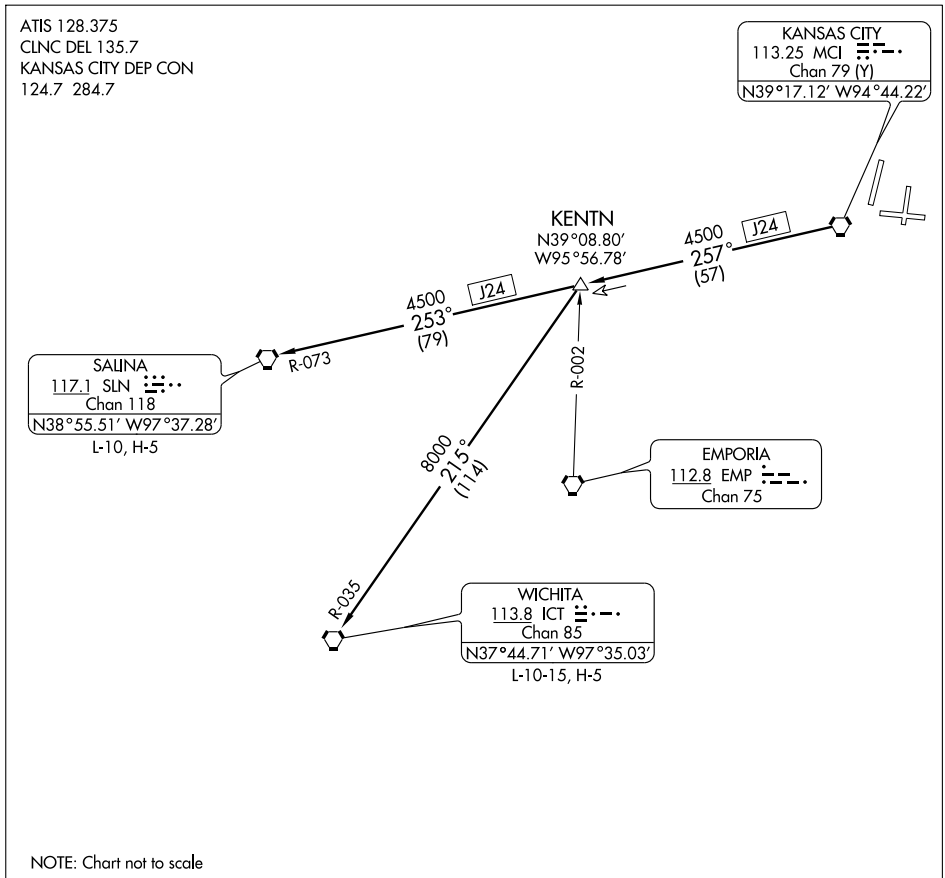
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

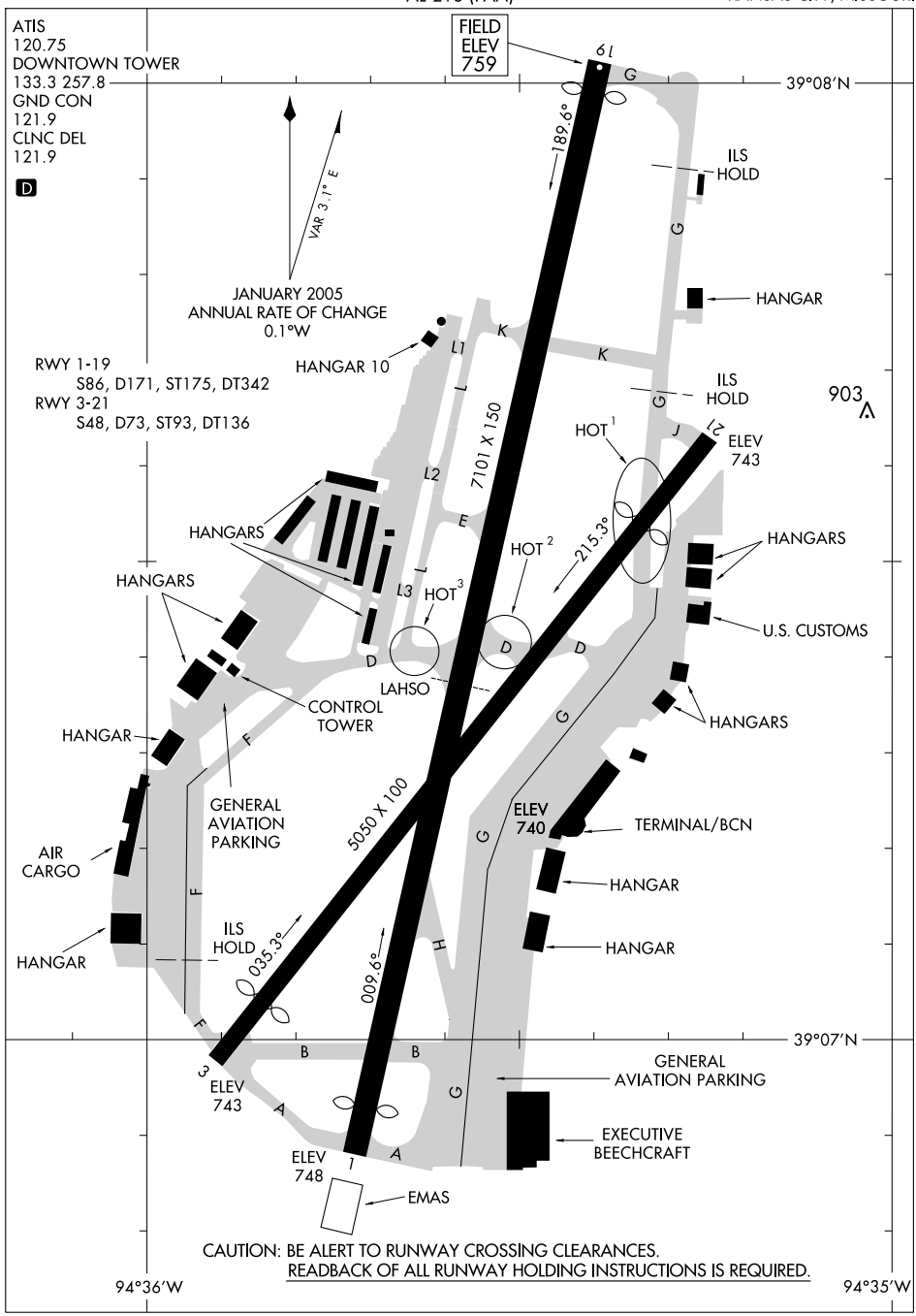
WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

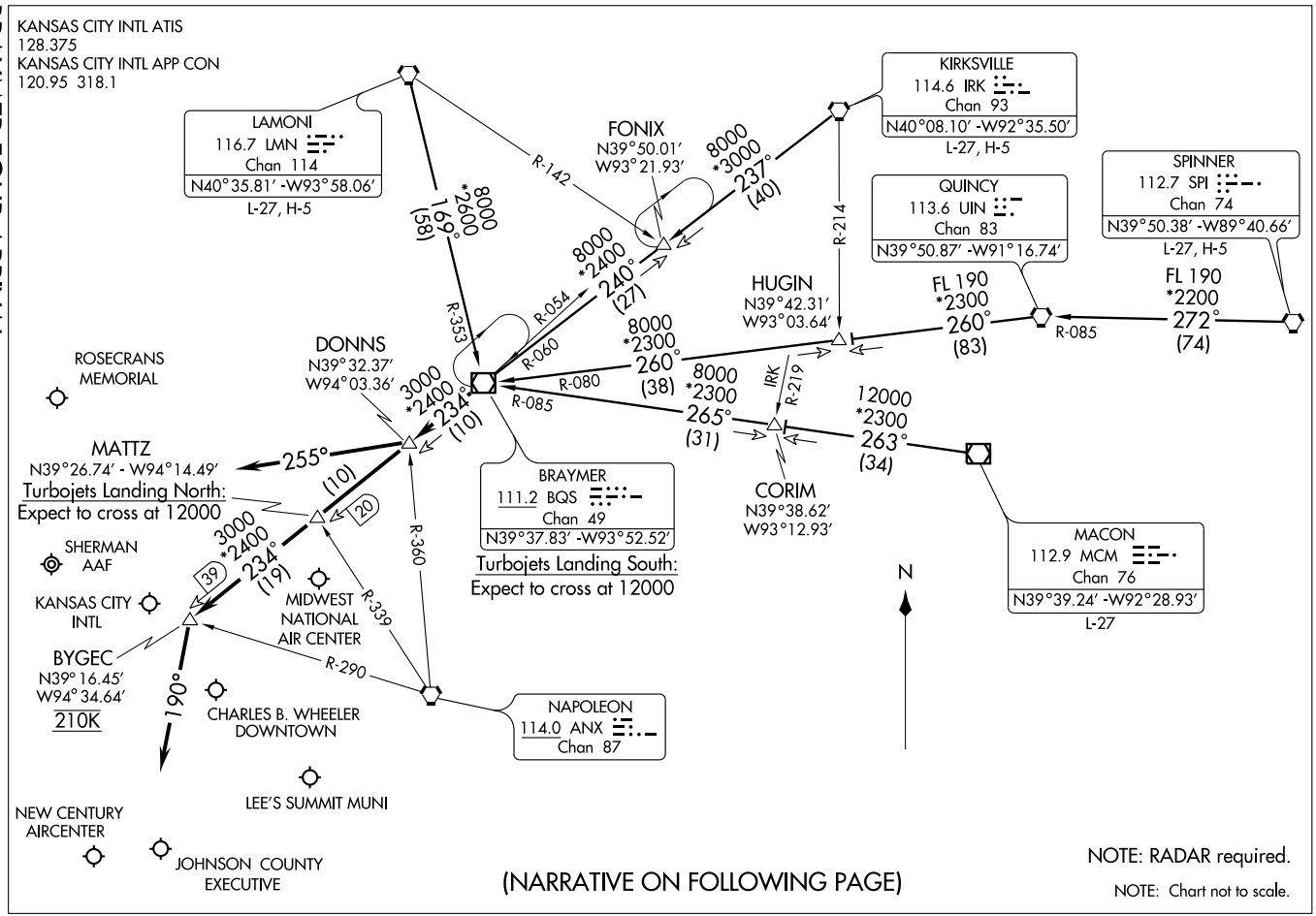
10042

# AIRPORT DIAGRAM

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
AL-213 (FAA)
KANSAS CITY, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

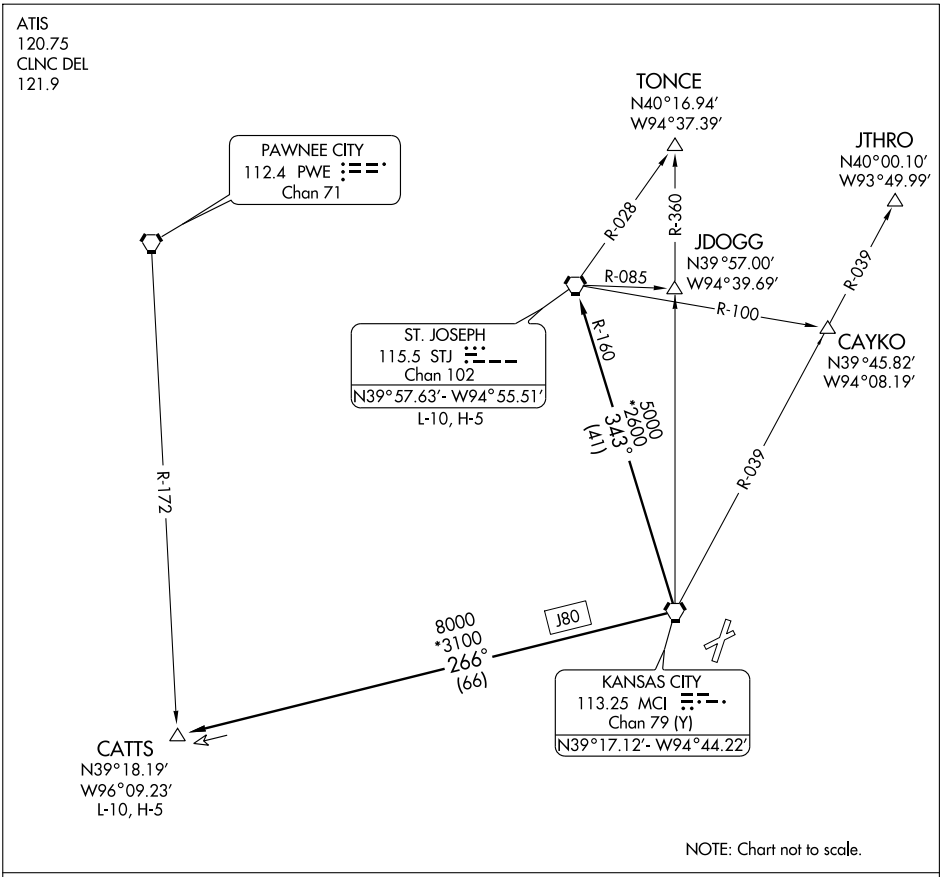
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

# CHIEF THREE DEPARTURE




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

| LOC I-GQR | APP CRS | Rwy Idg | 4550 |
|---|---|---|---|
| 111.75 | 031° | TDZE | 744 |
| | | Apt Elev | 759 |

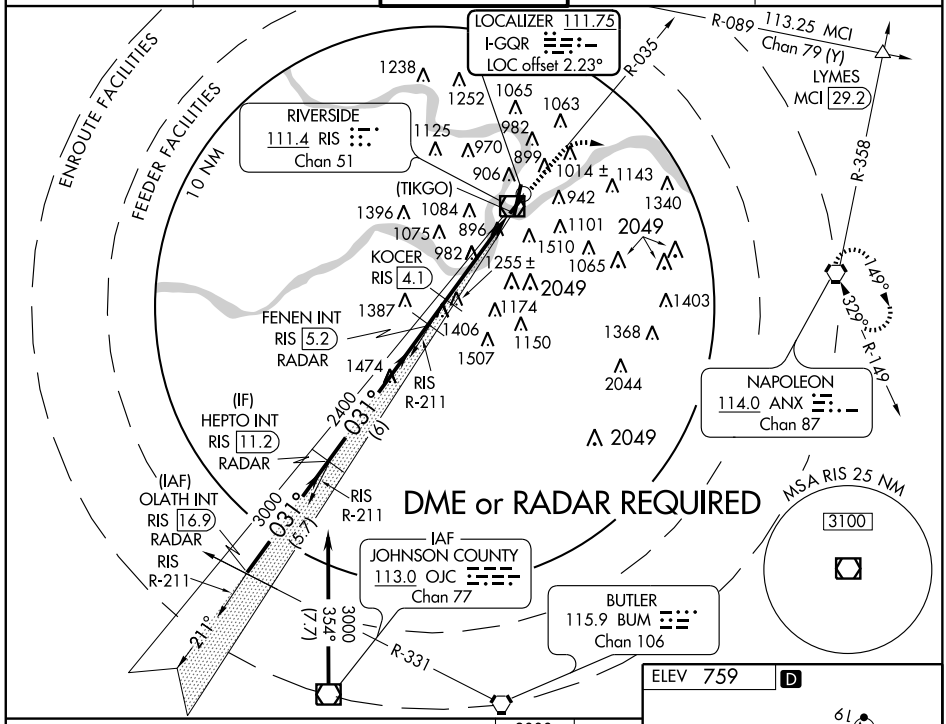
# ILS or LOC RWY 3

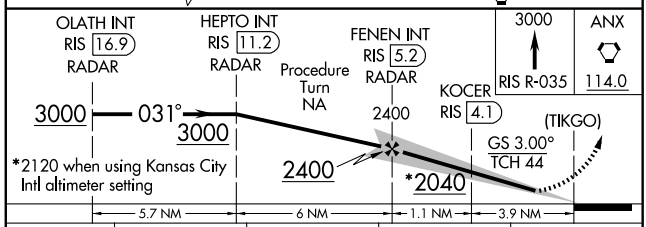
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. VGSI and ILS glidepath not coincident.

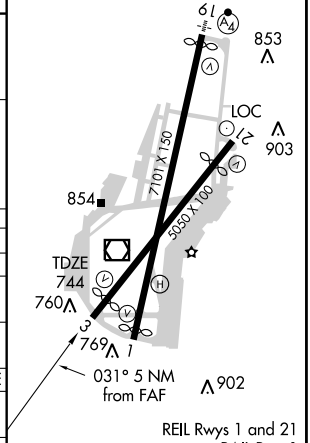
MISSED APPROACH: Climb to 3000 via RIS VOR/DME R-035 then direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 1049/50 305 (300-1) | | NA | |
| S-LOC 3 | 2040/60 1296 (1300-1¼) | 2040-1½ 1296 (1300-1½) | NA | |
| CIRCLING | 2040/60 1281 (1300-1¼) | 2040-1½ 1281 (1300-1½) | 2040-3 1281 (1300-3) | |
| KOCER FIX MINIMUMS # | | | # DME from RIS VOR/DME | |
| S-LOC 3 | 1240/50 496 (500-1) | | NA | |
| CIRCLING | 1400-1 641 (700-1) | | 1400-1¾ 641 (700-1¾) | 1400-2 641 (700-2) |




REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC I-MKC | APP CRS | Rwy Idg | 6901 |
|---|---|---|---|
| 109.9 | 188° | TDZE | 757 |
| | | Apt Elev | 759 |

# ILS OR LOC RWY 19

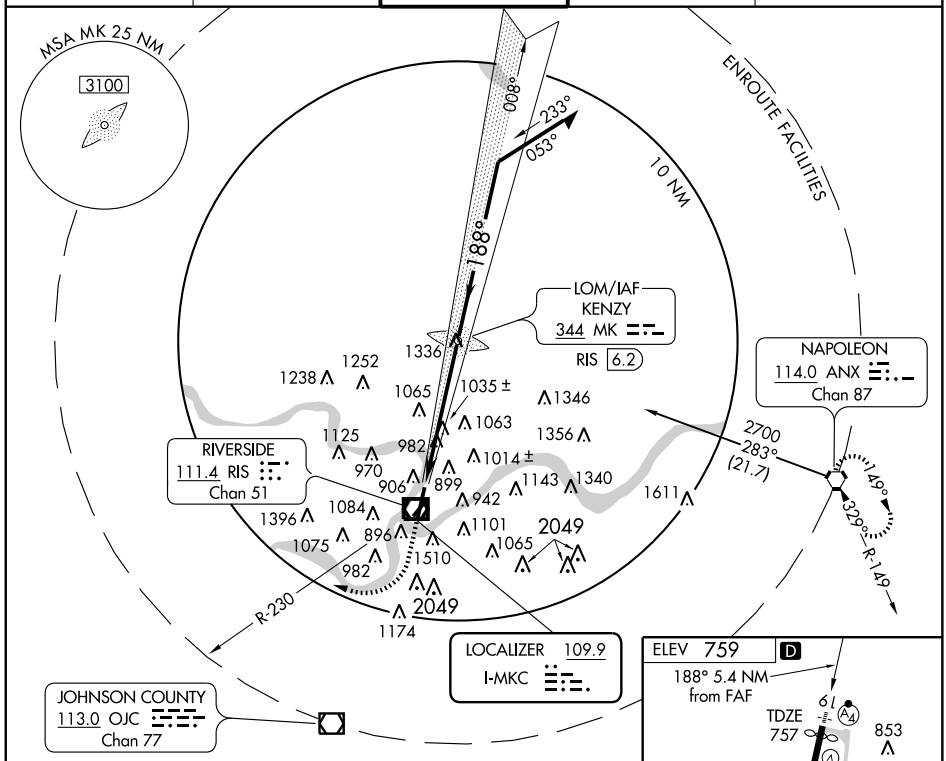
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

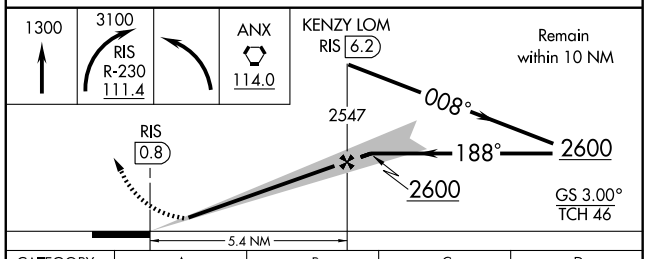
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply to S-LOC-19 Cat C.

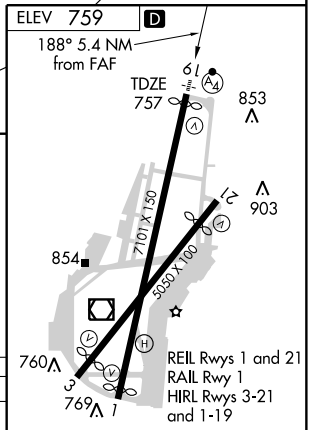
MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 1007/40 250 (300-¾) | | | |
| S-LOC 19 | 1300/40 543 (600-¾) | | 1300-1½ 543 (600-1½) | 1300-1¾ 543 (600-1¾) |
| CIRCLING | 1380-1 621 (700-1) | 1400-1 641 (700-1) | 1400-1¾ 641 (700-1¾) | 1400-2 641 (700-2) |

FAF to MAP 5.4 NM

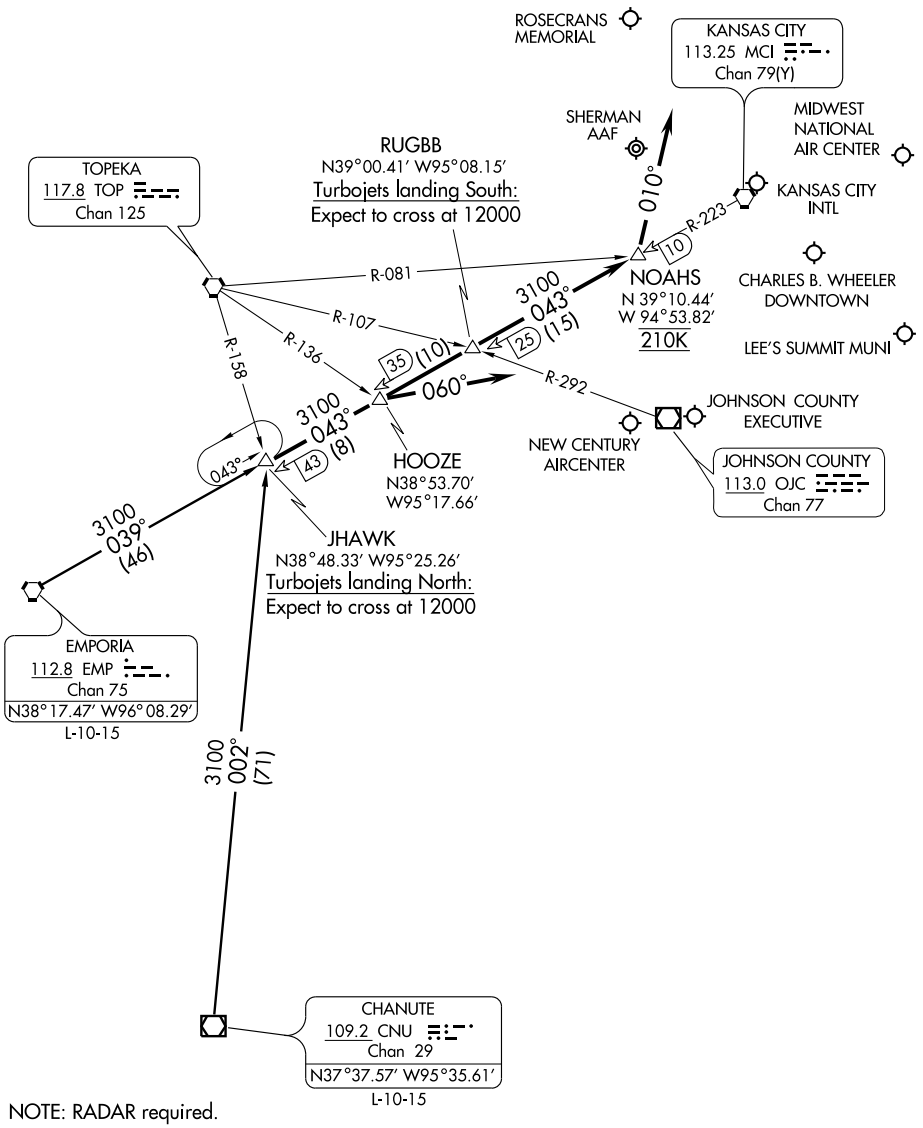
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NC-3. 08 APR 2010 to 06 MAY 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

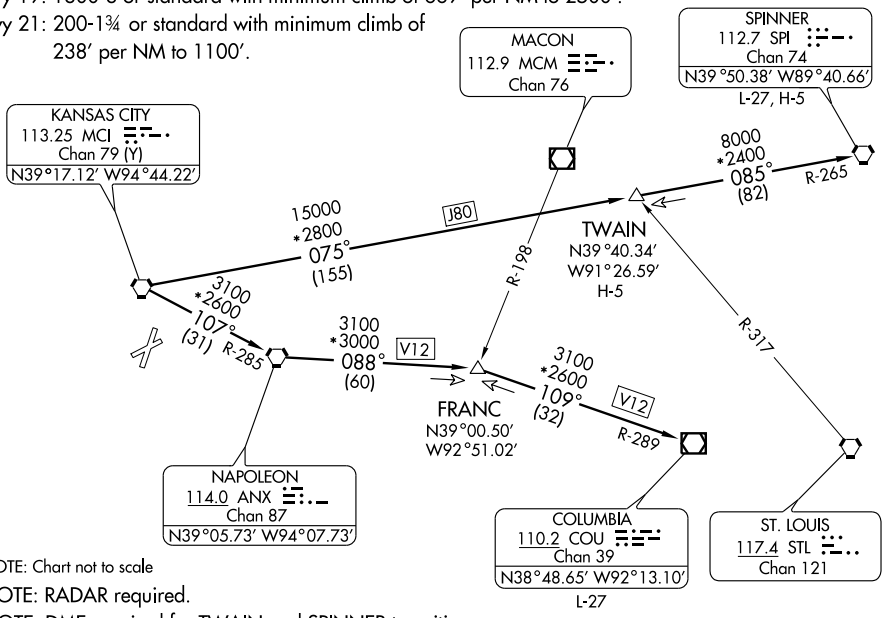
# LAKES FIVE DEPARTURE



ATIS 120.75
CLNC DEL 121.9

## TAKE-OFF MINIMUMS

Rwy 1: 400-2¼ or standard with minimum climb of 335′ per NM to 2000′.
Rwy 3: 400-2½ or standard with minimum climb of 235′ per NM to 1900′.
Rwy 19: 1300-3 or standard with minimum climb of 669′ per NM to 2500′.
Rwy 21: 200-1¾ or standard with minimum climb of 238′ per NM to 1100′.




NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

## TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135′ left of centerline, up to 100′ AGL/1079′ MSL.
OL on elevator 3663′ from DER, 1231′ right of centerline, 172′ AGL/912′ MSL.
Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40′ from DER, 240′ right of centerline, up to 94′ AGL/853′ MSL.
OL on elevator 829′ from DER, 478′ right of centerline, 125′ AGL/865′ MSL.
Crane T 2.1 NM from DER, 3151′ right of centerline, 296′ AGL/1110′ MSL.
Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282′ from DER, 279′ right of centerline, up to 291′ AGL/1251′ MSL.
Tower 2.5 NM from DER, 3165′ left of centerline, 1168′ AGL/2049′ MSL.
Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205′ from DER, 476′ right of centerline, up to 118′ AGL/858′ MSL.
OL on elevator 5178′ from DER, 803′ left of centerline, 148′ AGL/896′ MSL.
Stack 1.3 NM from DER, 589′ left of centerline, 198′ AGL/948′ MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

| LOM MK | APP CRS | Rwy Idg | 6901 |
|---|---|---|---|
| 344 | 188° | TDZE | 757 |
| | | Apt Elev | 759 |

# NDB RWY 19

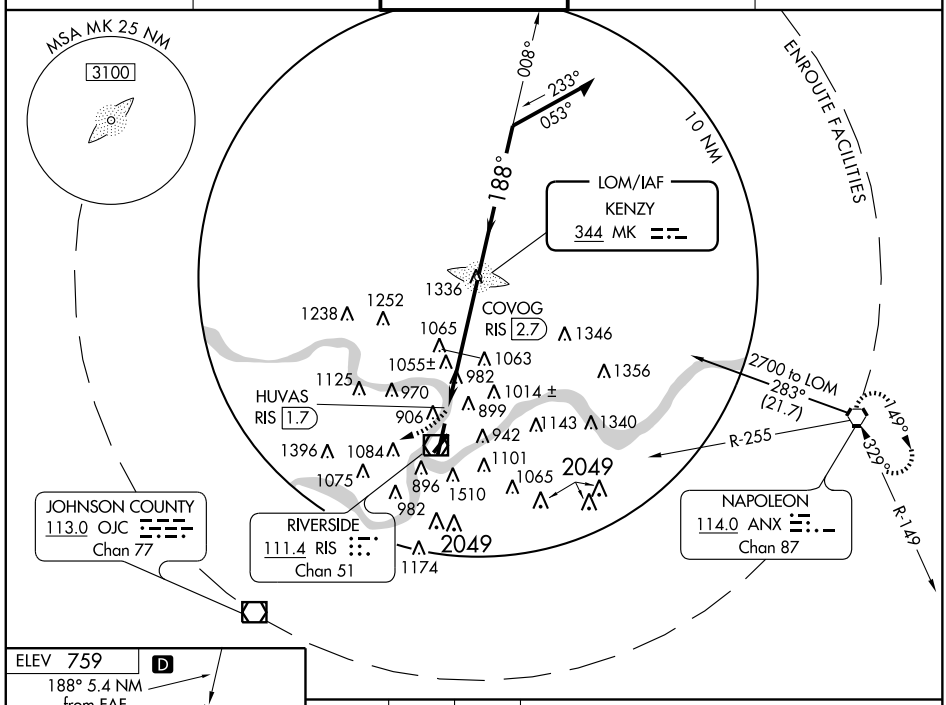
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

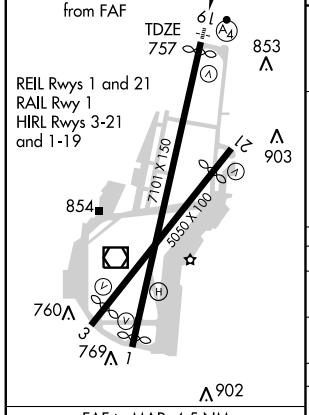
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
Inoperative table does not apply.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MALSF

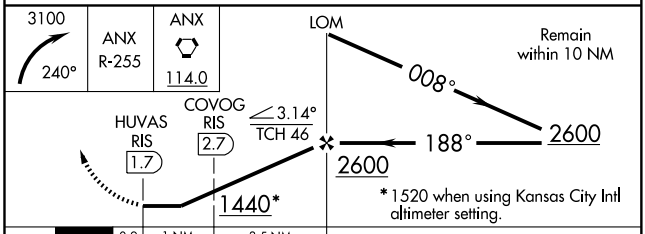
MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

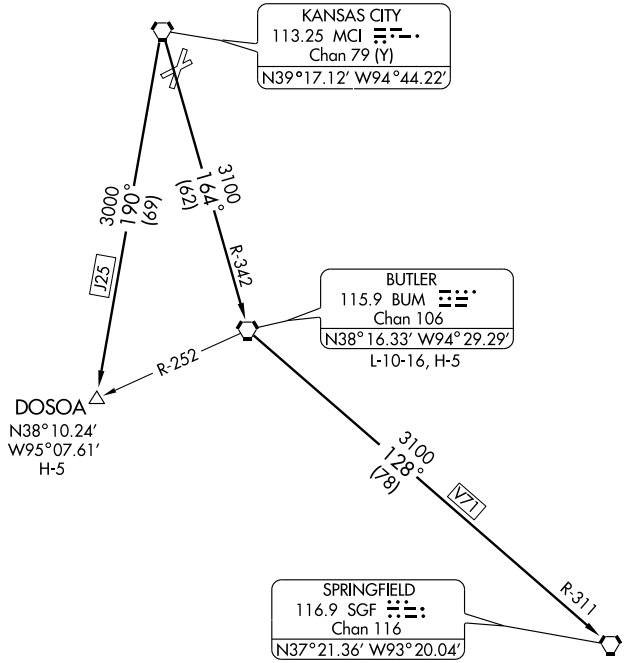



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1440/50 | 683 (700-1) | 1440-2<br>683 (700-2) | 1440-2¼<br>683 (700-2¼) |
| CIRCLING | 1440-1 | 681 (700-1) | 1440-2<br>681 (700-2) | 1440-2¼<br>681 (700-2¼) |
| DME MINIMUMS | | | | |
| S-19 | 1400/50 | 643 (700-1) | 1400-1¾<br>643 (700-1¾) | 1400-2<br>643 (700-2) |
| CIRCLING | 1400-1 | 641 (700-1) | 1400-1¾<br>641 (700-1¾) | 1400-2<br>641 (700-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

# RACER THREE DEPARTURE

ATIS
120.75
CLNC DEL
121.9




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS CH 50112 W03A | APP CRS 033° | Rwy Idg 4550<br>TDZE 744<br>Apt Elev 759 |
|---|---|---|

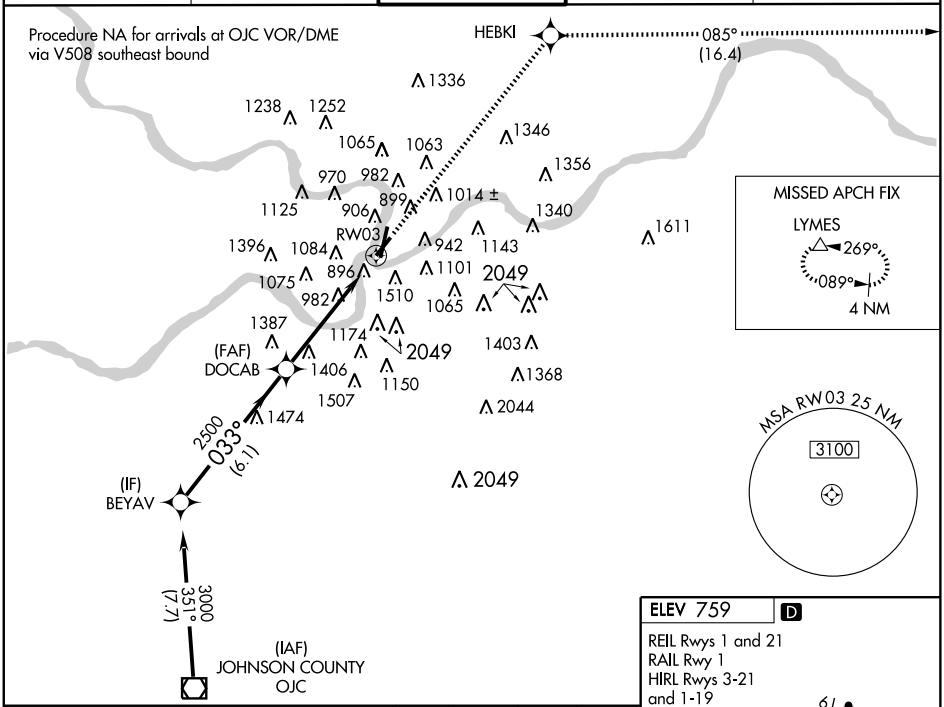
# RNAV (GPS) RWY 3

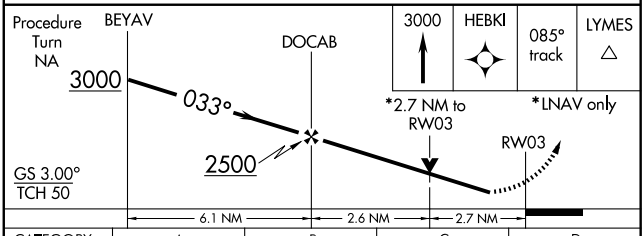
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP- 0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
VDP NA with Kansas City Intl altimeter setting.
When VGSI inoperative, circling Rwys 19 and 21 NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

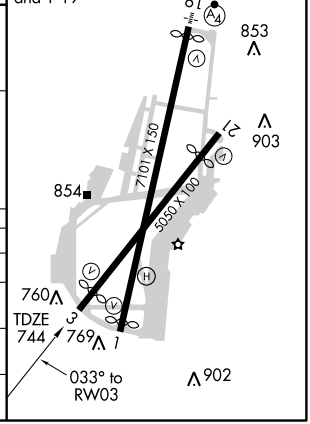
MISSED APPROACH: Climb to 3000 direct HEBKI and via 085° track to LYMES and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1100/60 356 (400-1¼) | | NA | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1660/60 916 (1000-1¼) | | NA | |
| CIRCLING | 1660-1¼ 901 (1000-1¼) | | 1660-2¾ 901 (1000-2¾) | 1660-3 901 (1000-3) |




NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4351 |
|---|---|---|
| 222° | TDZE | 744 |
| | Apt Elev | 759 |

# RNAV (GPS) RWY 21

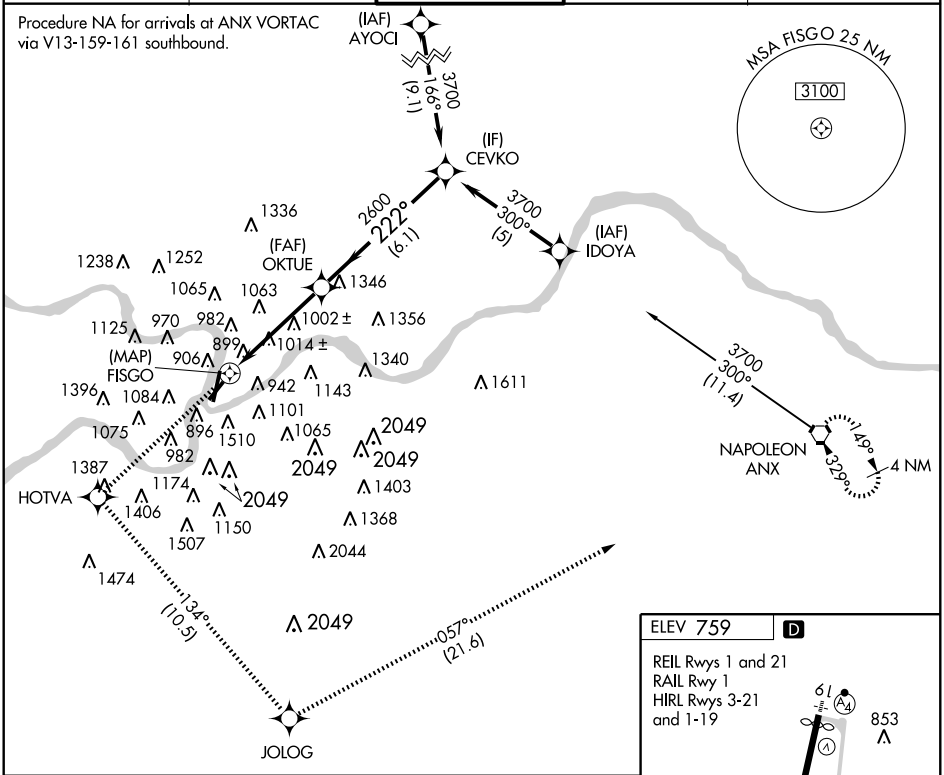
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP-0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
When VGSI inoperative, procedure NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |

Procedure NA for arrivals at ANX VORTAC via V13-159-161 southbound.



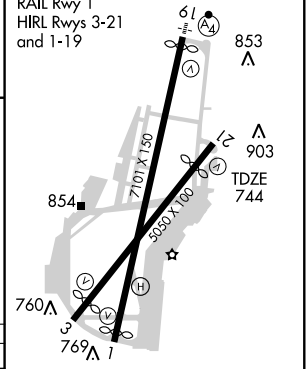




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620-1<br>876 (900-1) | 1620-1¼<br>876 (900-1¼) | NA | |
| CIRCLING | 1620-1<br>861 (900-1) | 1620-1¼<br>861 (900-1¼) | 1620-2½<br>861 (900-2½) | 1620-2¾<br>861 (900-2¾) |

ELEV 759 D

REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19

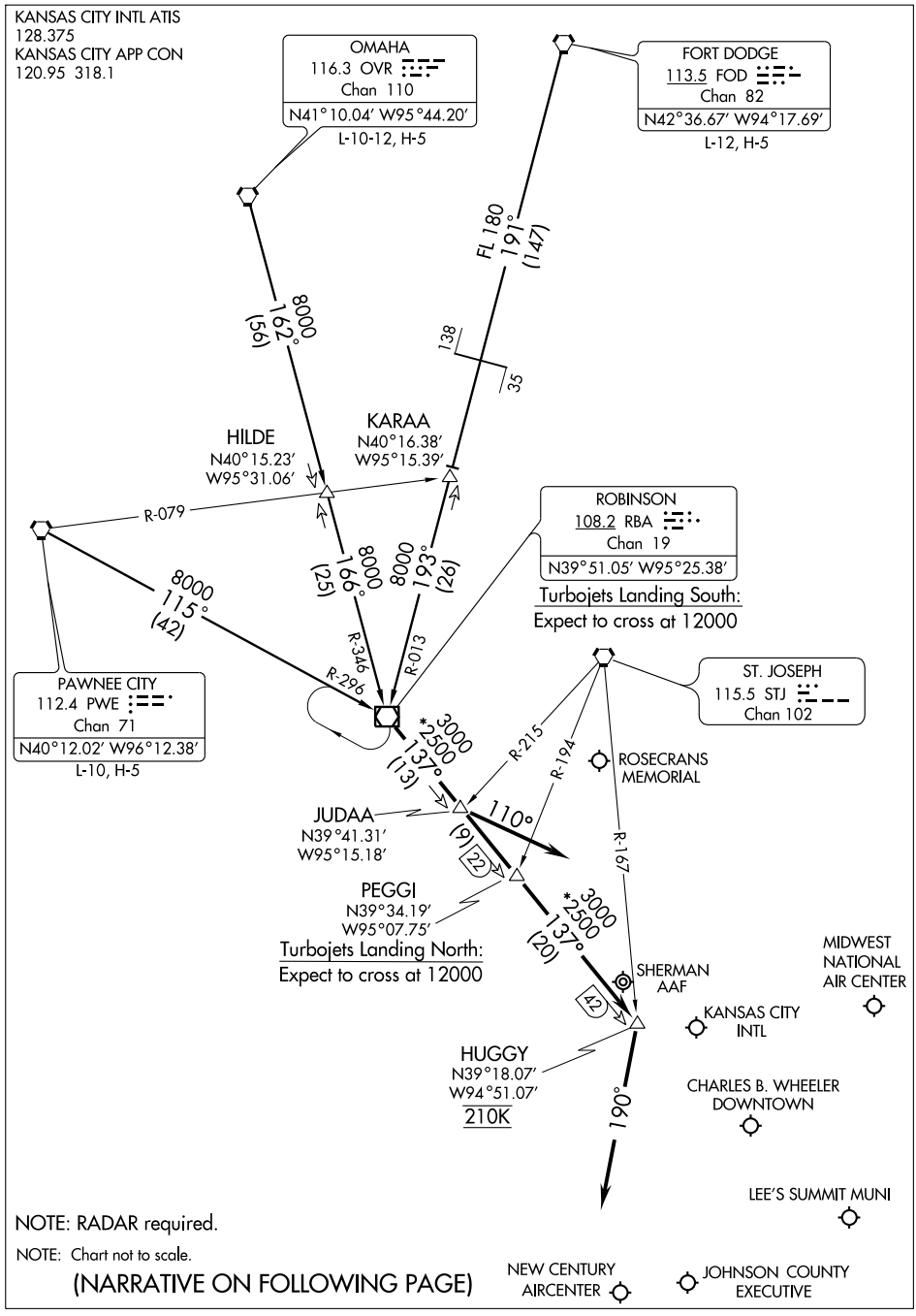



NC-3, 08 APR 2010 to 06 MAY 2010

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

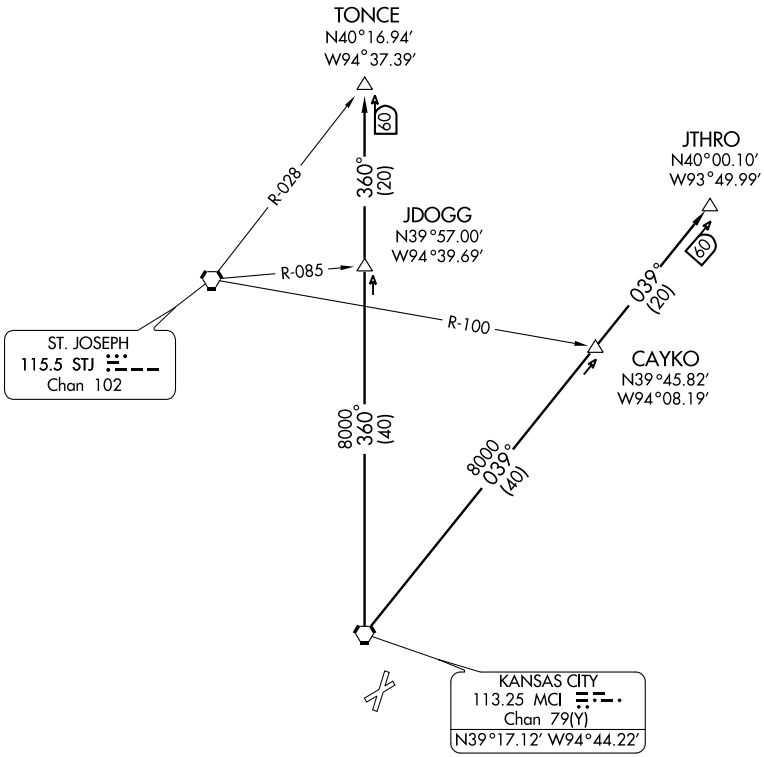
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

# ROYAL THREE DEPARTURE

ATIS 120.75
CLNC DEL 121.9




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

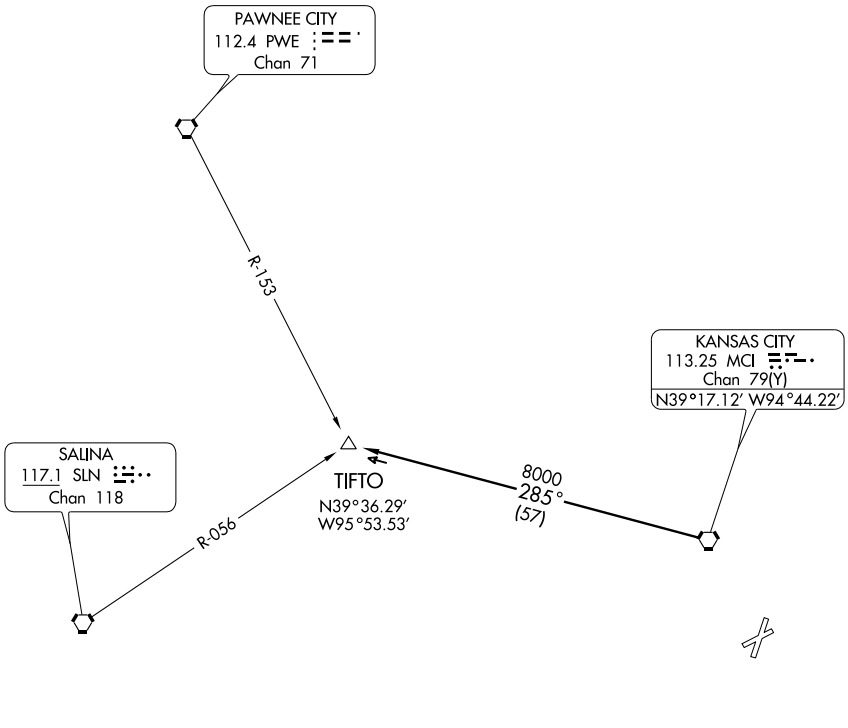
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 08 APR 2010 to 06 MAY 2010

# TIFTO TWO DEPARTURE

ATIS 120.75
CLNC DEL 121.9




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

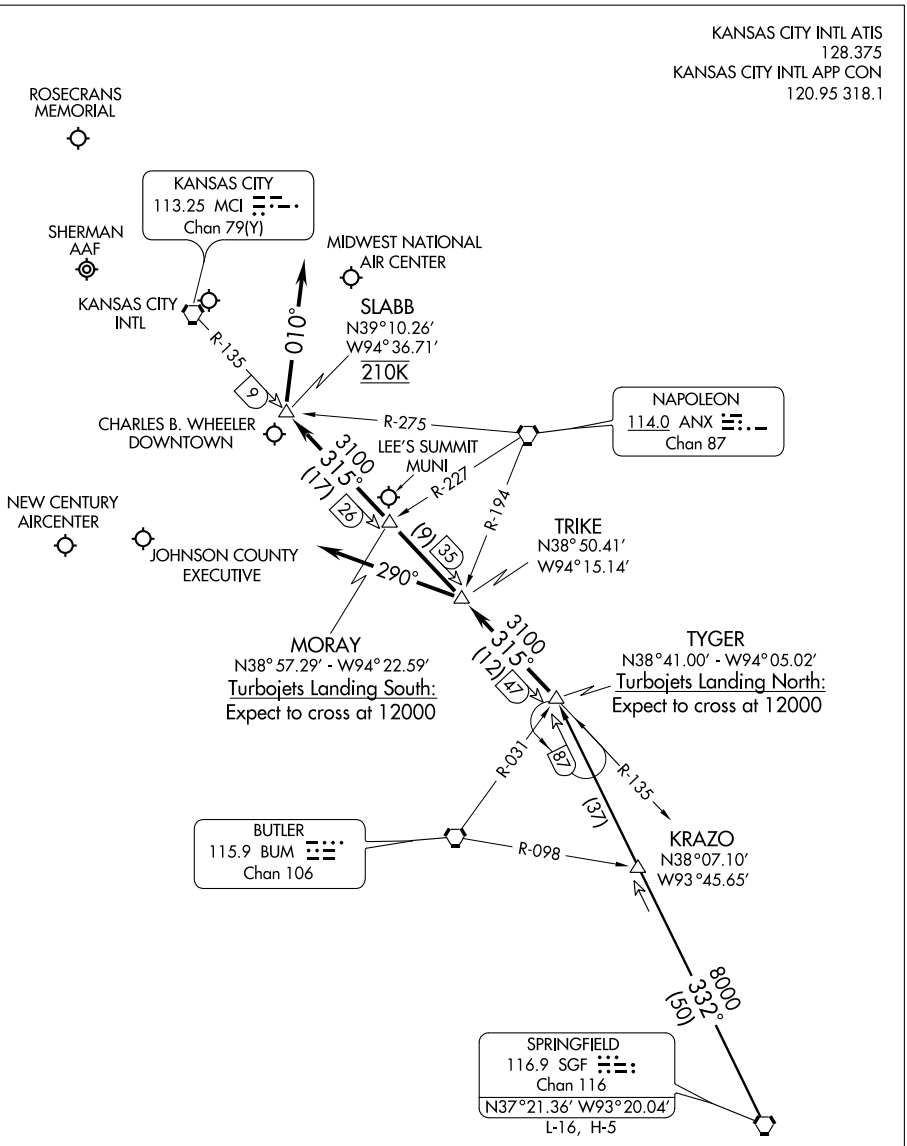
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-3, 08 APR 2010 to 06 MAY 2010

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

| VOR/DME RIS 111.4 Chan 51 | APP CRS 028° | Rwy Idg 4550 TDZE 744 Apt Elev 759 |
|---|---|---|

# VOR RWY 3

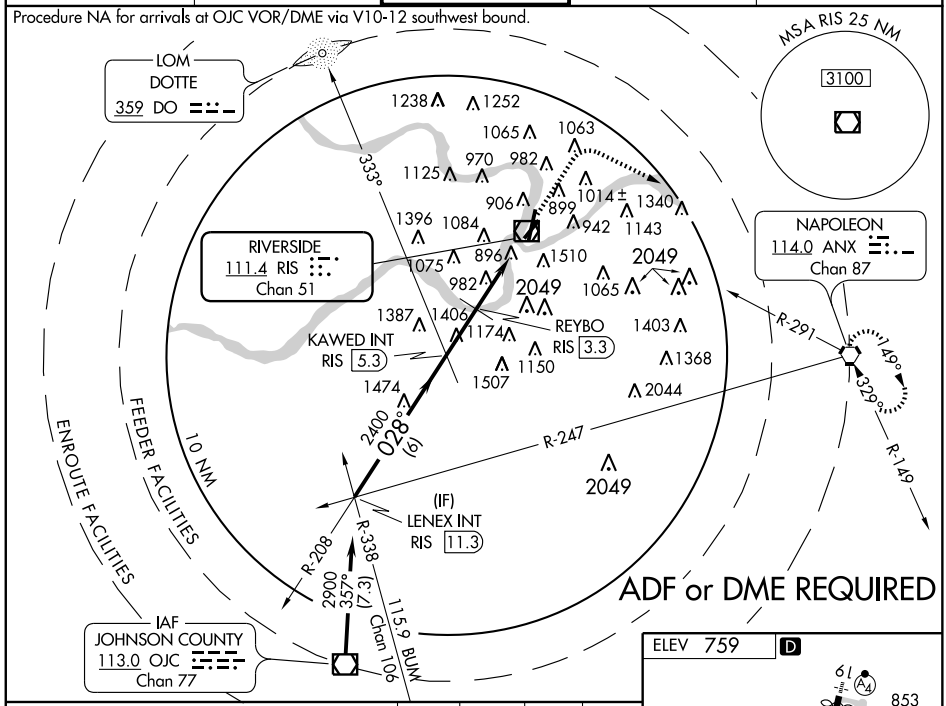
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

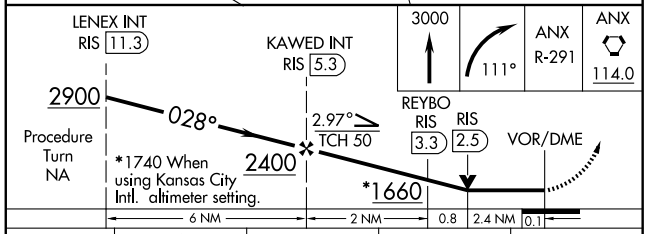
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not recieved, use Kansas City Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via heading 111° and ANX R-291 to ANX VORTAC and hold.

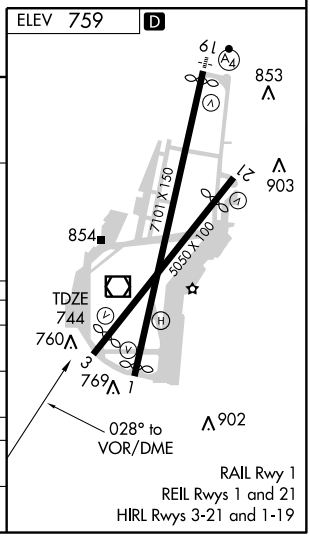
| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |

Procedure NA for arrivals at OJC VOR/DME via V10-12 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1660/60 | 916 (1000-1¼) | NA | |
| CIRCLING | 1660-1¼ | 901 (1000-1¼) | 1660-2¾ 901 (1000-2¾) | 1660-3 901 (1000-3) |
| REYBO FIX MINIMUMS | | | | |
| S-3 | 1540/50 796 (800-1) | 1540/60 796 (800-1¼) | NA | |
| CIRCLING | 1540-1 781 (800-1) | 1540-1¼ 781 (800-1¼) | 1540-2¼ 781 (800-2¼) | 1540-2½ 781 (800-2½) |




NC-3, 08 APR 2010 to 06 MAY 2010

| VOR/DME RIS 111.4 Chan 51 | APP CRS 193° | Rwy Idg 6901 TDZE 757 Apt Elev 759 |
|---|---|---|

# VOR RWY 19

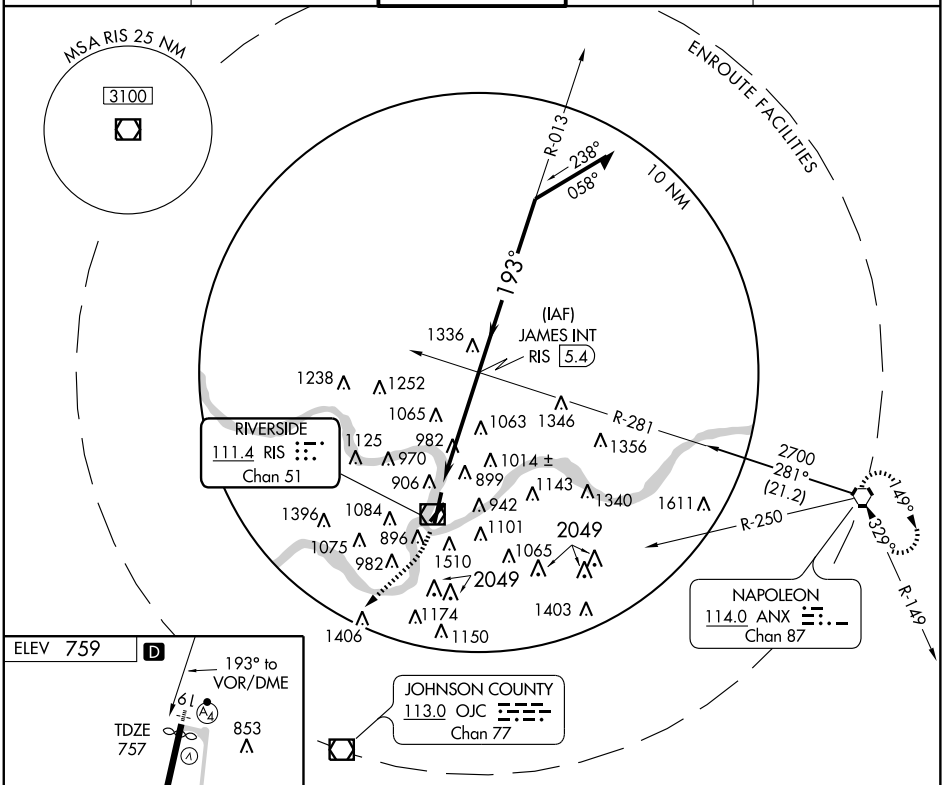
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

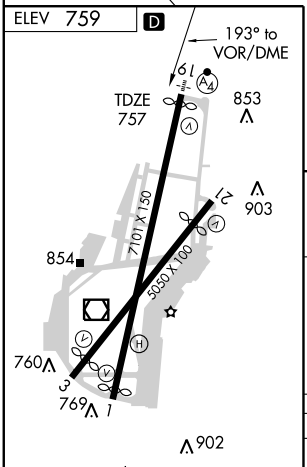
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

MALSF

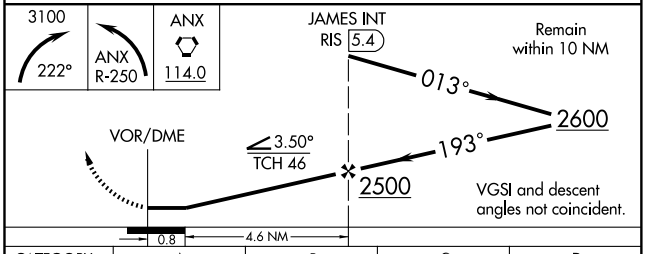
MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1400/50 | 643 (700-1) | 1400-1¾ 643 (700-1¾) | 1400-2 643 (700-2) |
| CIRCLING | 1400-1 | 641 (700-1) | 1400-1¾ 641 (700-1¾) | 1400-2 641 (700-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME RIS | APP CRS | Rwy Idg | 4351 |
|---|---|---|---|
| 111.4 | 218° | TDZE | 744 |
| Chan 51 | | Apt Elev | 759 |

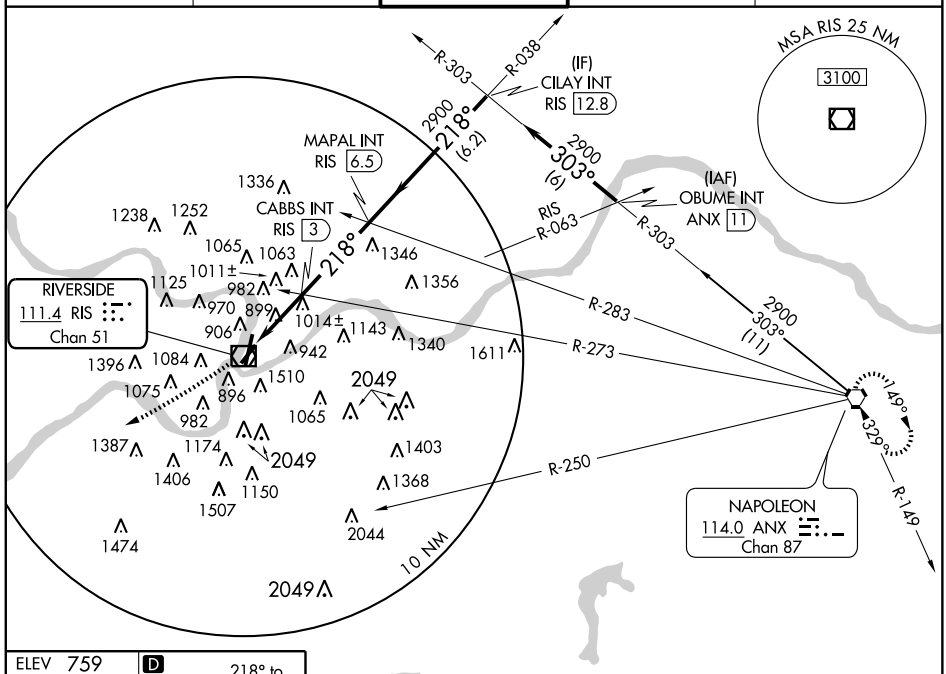
# VOR RWY 21

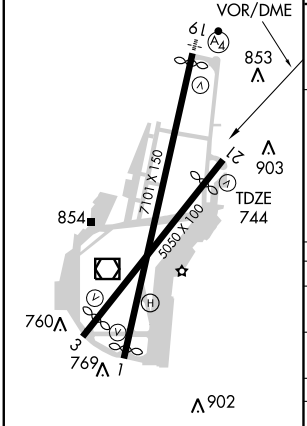
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

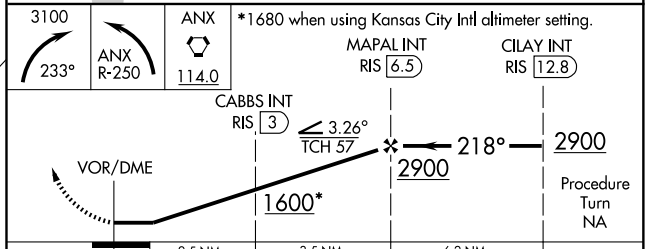
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl atimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |



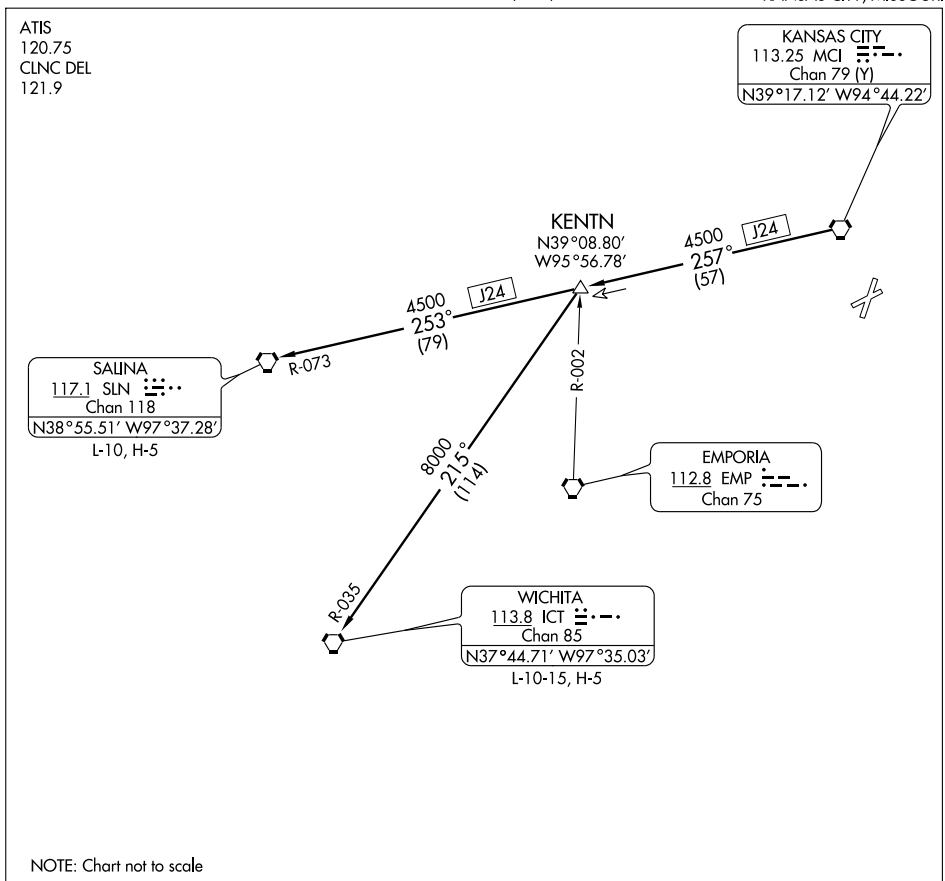




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1600-1<br>856 (900-1) | 1600-1¼<br>856 (900-1¼) | NA | |
| CIRCLING | 1600-1<br>841 (900-1) | 1600-1¼<br>841 (900-1¼) | 1600-2½<br>841 (900-2½) | 1600-2¾<br>841 (900-2¾) |
| CABBS FIX MINIMUMS | | | | |
| S-21 | 1320-1 576 (600-1) | | NA | |
| CIRCLING | 1380-1<br>621 (700-1) | 1400-1<br>641 (700-1) | 1400-1¾<br>641 (700-1¾) | 1400-2<br>641 (700-2) |

NC-3, 08 APR 2010 to 06 MAY 2010

# WILDCAT TWO DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA)
KANSAS CITY, MISSOURI




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

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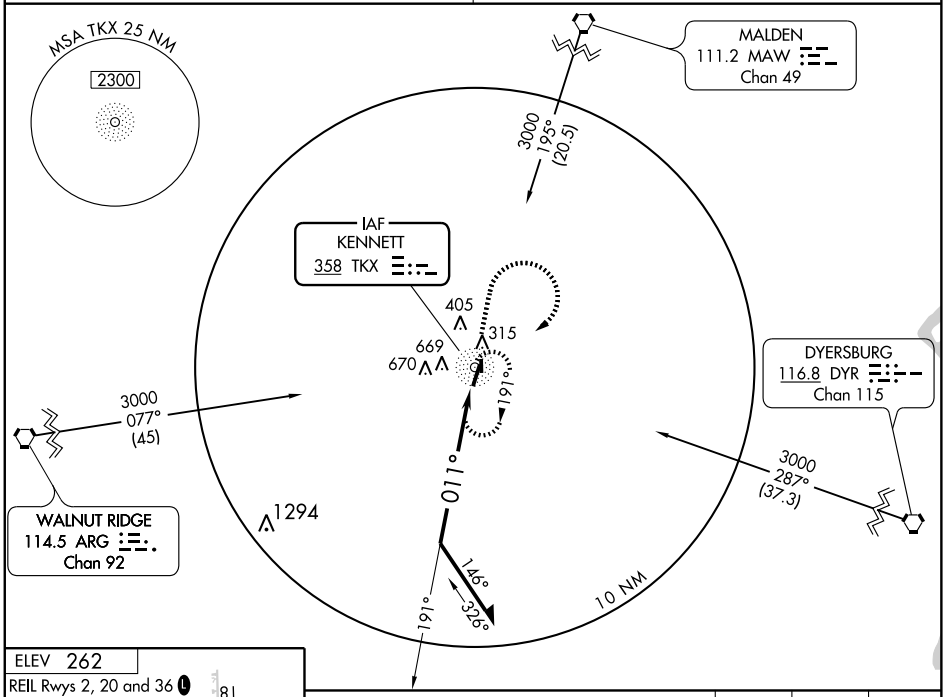
| NDB TKX | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 358 | 011° | TDZE | 262 |
| | | Apt Elev | 262 |

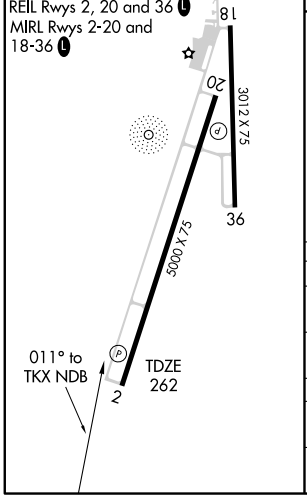
# NDB RWY 2
## KENNETT MEMORIAL (TKX)

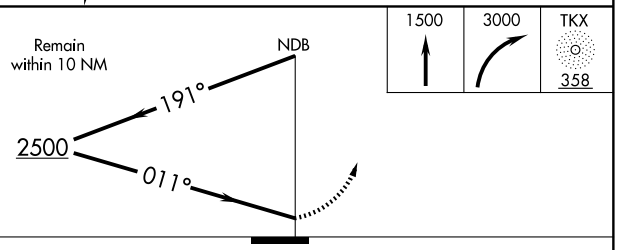
Circling NA to Rwy 36 at night.
Obtain local altimeter on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TKX NDB and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1080-1<br>818 (900-1) | 1080-1¼<br>818 (900-1¼ ) | 1080-2½<br>818 (900-2½) | NA |
| CIRCLING | 1080-1<br>818 (900-1) | 1080-1¼<br>818 (900-1¼ ) | 1080-2½<br>818 (900-2½) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 1120-1<br>858 (900-1) | 1120-1¼<br>858 (900-1¼ ) | 1120-2½<br>858 (900-2½) | NA |
| CIRCLING | 1120-1<br>858 (900-1) | 1120-1¼<br>858 (900-1¼ ) | 1120-2½<br>858 (900-2½) | NA |

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| NDB TKX | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 358 | 210° | TDZE | 262 |
| | | Apt Elev | 262 |

# NDB RWY 20

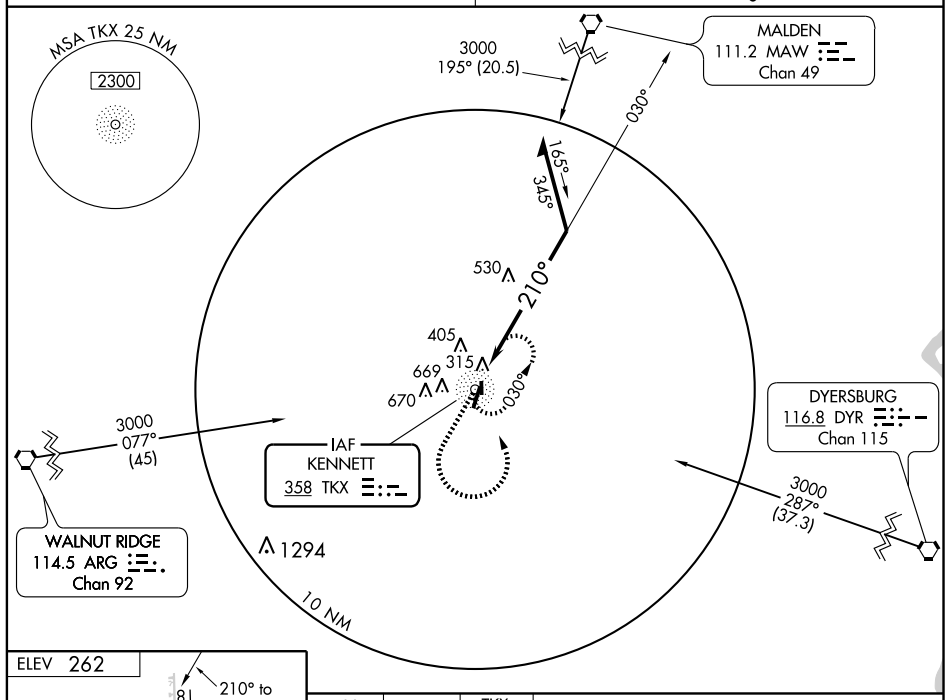
## KENNETT MEMORIAL (TKX)

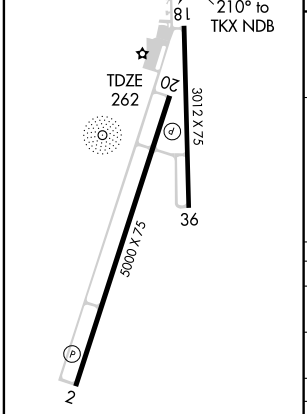
Circling NA west of Rwys 2 and 18.
Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct TKX NDB and hold.

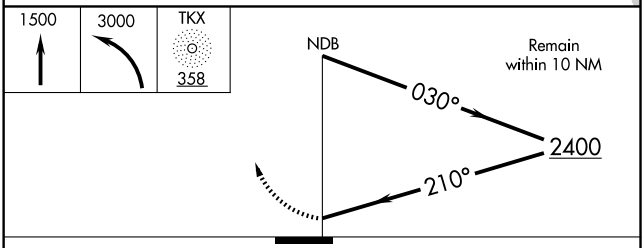
MEMPHIS CENTER
**120.075 289.4**

UNICOM
**122.8** (CTAF) L




REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 940-1 | 678 (700-1) | 940-2 678 (700-2) | NA |
| CIRCLING | 940-1 | 678 (700-1) | 940-2 678 (700-2) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 980-1 | 718 (800-1) | 980-2 718 (800-2) | NA |
| CIRCLING | 980-1 | 718 (800-1) | 980-2 718 (800-2) | NA |

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | | |
|---|---|---|
| 029° | Rwy Idg | 5000 |
| | TDZE | 262 |
| | Apt Elev | 262 |

# RNAV (GPS) RWY 2
## KENNETT MEMORIAL (TKX)

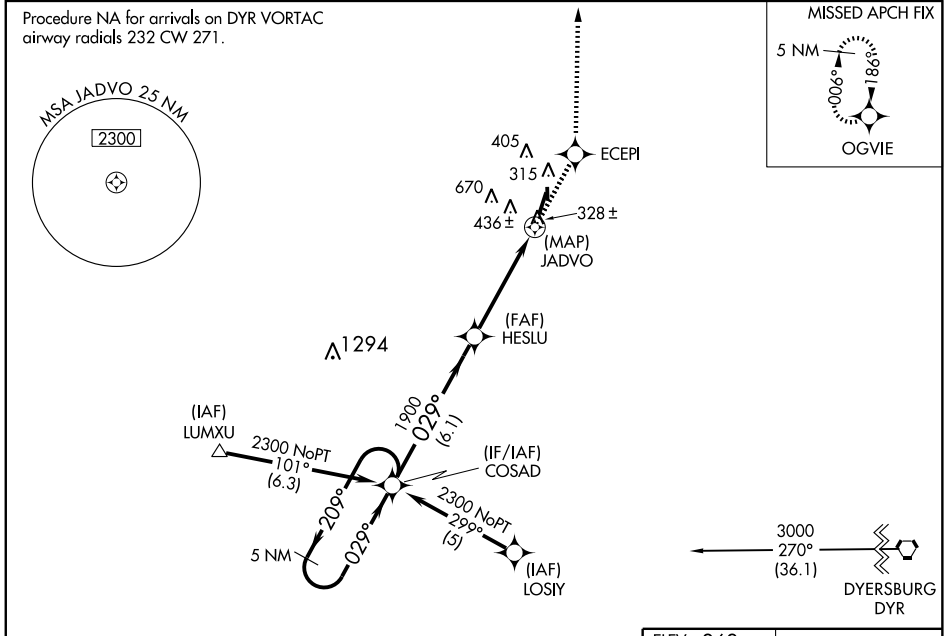
T
NA

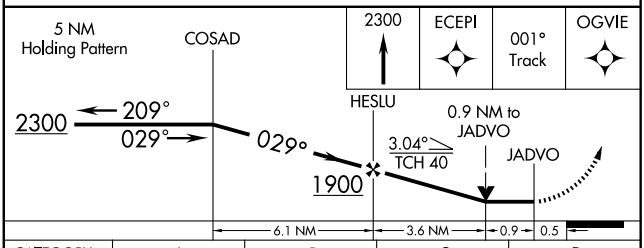
DME/DME RNP-0.3 NA.
Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.
VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct ECEPI and via 001° track to OGVIE and hold.

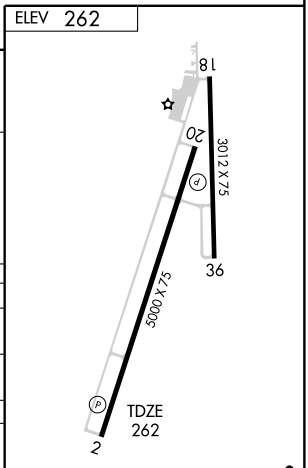
| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |

Procedure NA for arrivals on DYR VORTAC airway radials 232 CW 271.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 | 478 (500-1) | 740-1¼ 478 (500-1¼) | NA |
| CIRCLING | 740-1 | 478 (500-1) | 740-1½ 478 (500-1½) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 800-1 | 538 (600-1) | 800-1½ 538 (600-1½) | NA |
| CIRCLING | 800-1 | 538 (600-1) | 800-1½ 538 (600-1½) | NA |




REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

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| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 186° | TDZE | 262 |
| | Apt Elev | 262 |

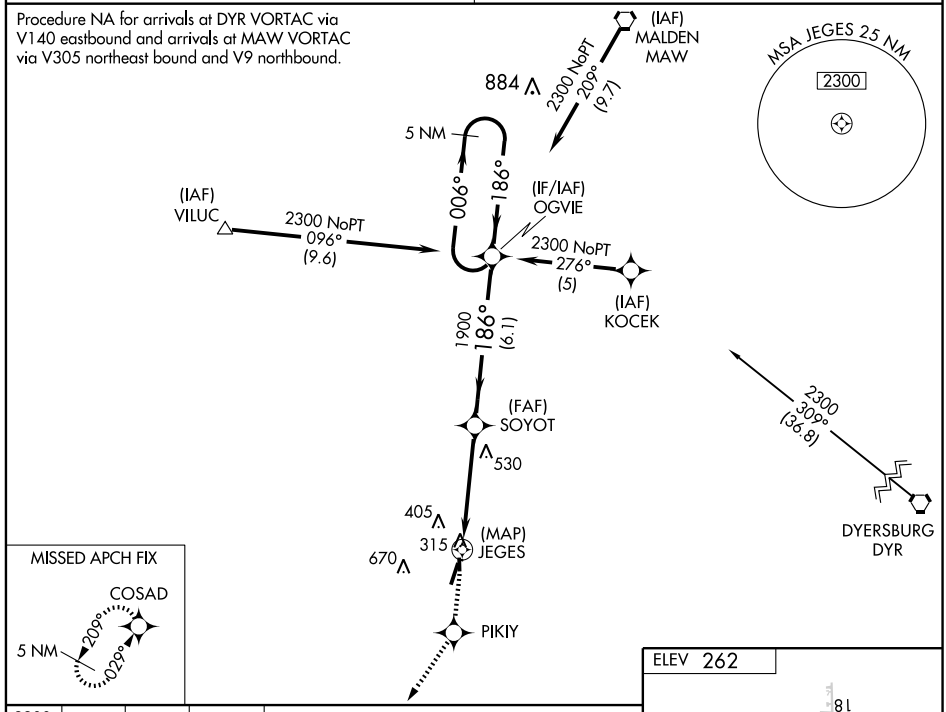
# RNAV (GPS) RWY 20
## KENNETT MEMORIAL (TKX)

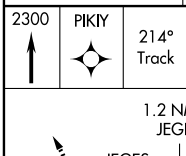
V A NA — DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwys 2 and 18. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct PIKIY and via 214° track to COSAD and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |

Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.



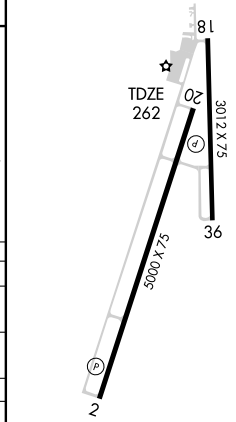







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 578 (600-1) | | 840-1½ 578 (600-1½) | NA |
| CIRCLING | 840-1 578 (600-1) | | 840-1½ 578 (600-1½) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 880-1 618 (700-1) | | 880-1¾ 618 (700-1¾) | NA |
| CIRCLING | 880-1 618 (700-1) | | 880-1¾ 618 (700-1¾) | NA |

ELEV 262




REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

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| VORTAC MAW 111.2 Chan 49 | APP CRS 194° | Rwy Idg 5000<br>TDZE 262<br>Apt Elev 262 |
|---|---|---|

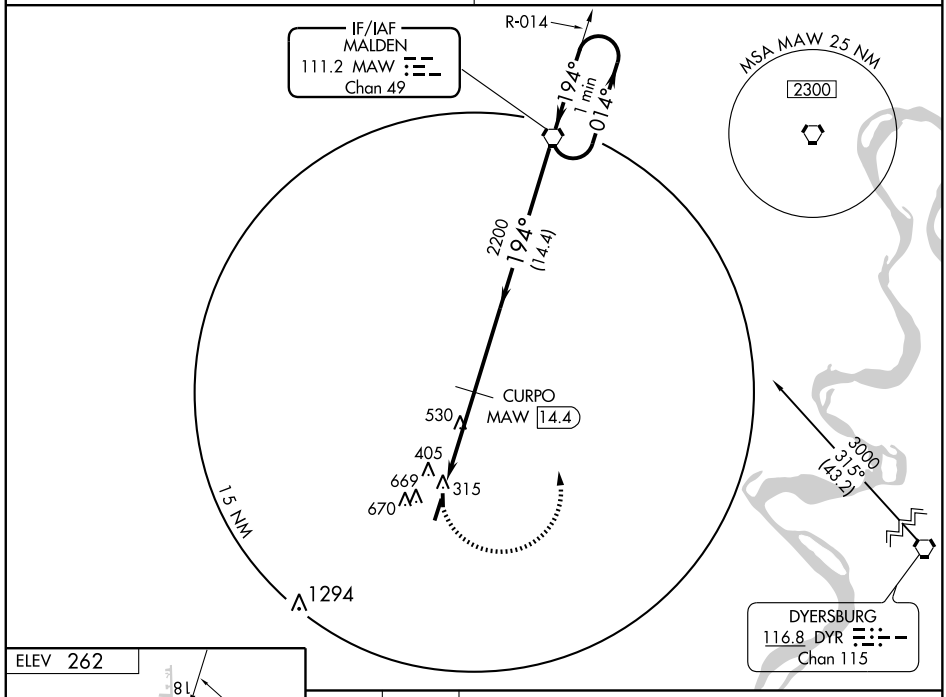
# VOR/DME RWY 20
## KENNETT MEMORIAL (TKX)

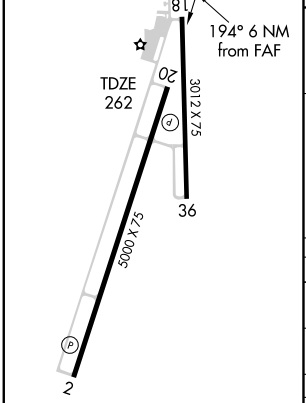
T
A NA

Circling NA west of Rwys 2 and 18.
Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

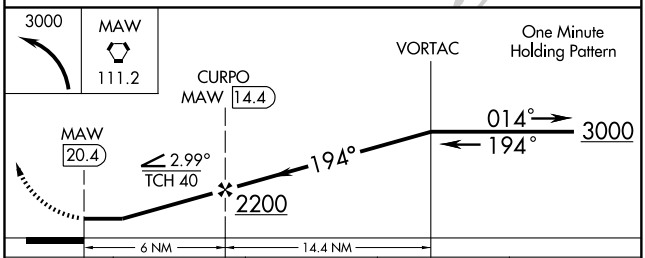
MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |




REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 900-1<br>638 (700-1) | 900-1¼<br>638 (700-1¼) | 900-1¾<br>638 (700-1¾) | NA |
| CIRCLING | 900-1<br>638 (700-1) | 900-1¼<br>638 (700-1¼) | 900-1¾<br>638 (700-1¾) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 940-1<br>678 (700-1) | 940-1¼<br>678 (700-1¼) | 940-2<br>678 (700-2) | NA |
| CIRCLING | 940-1<br>678 (700-1) | 940-1¼<br>678 (700-1¼) | 940-2<br>678 (700-2) | NA |

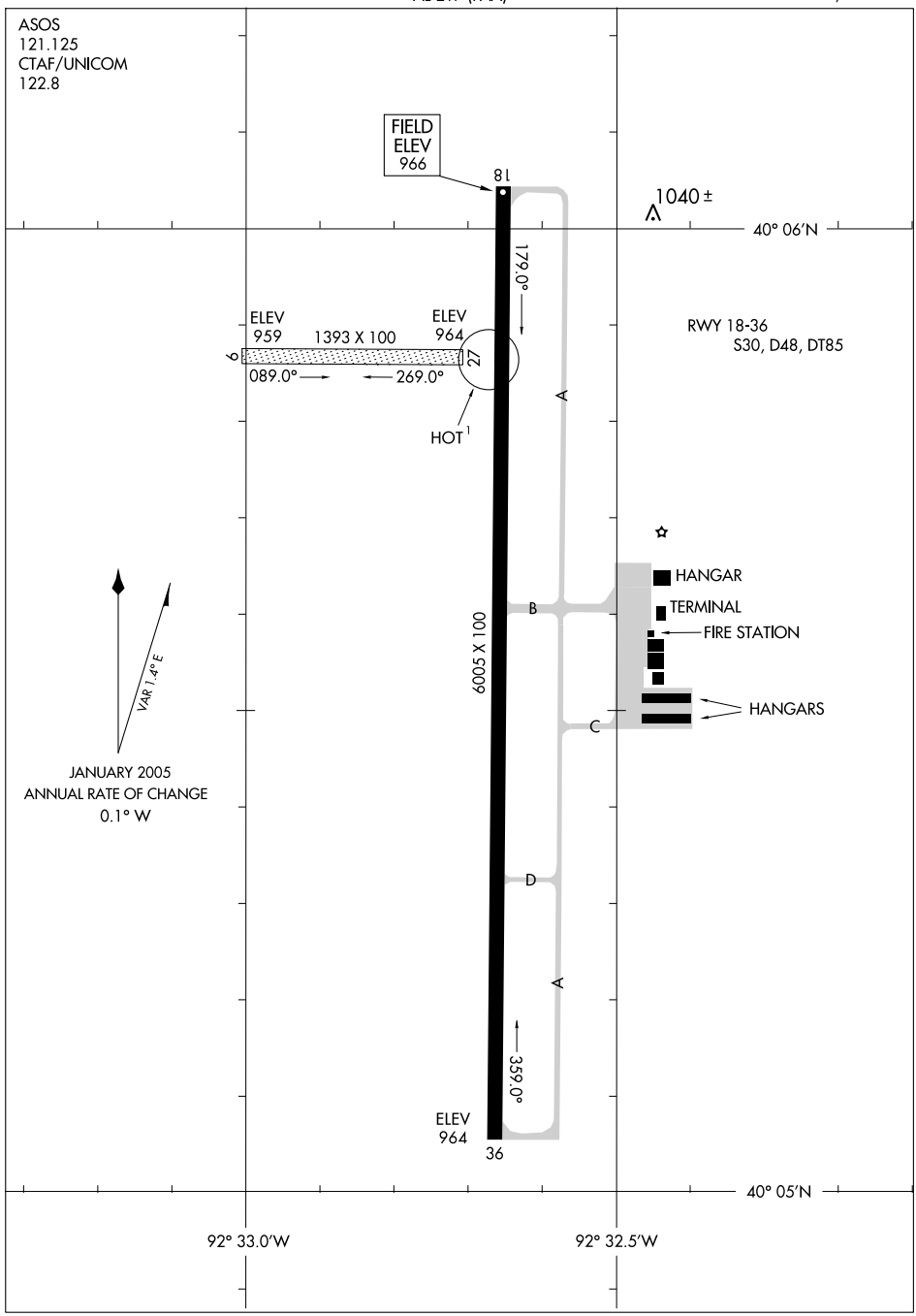
NC-3. 08 APR 2010 to 06 MAY 2010

09239

# AIRPORT DIAGRAM

AL-217 (FAA)

KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

| LOC/DME I-IRK | APP CRS | Rwy Idg | 6005 |
|---|---|---|---|
| 111.5 | 357° | TDZE | 965 |
| Chan 52 | | Apt Elev | 966 |

# ILS or LOC/DME RWY 36

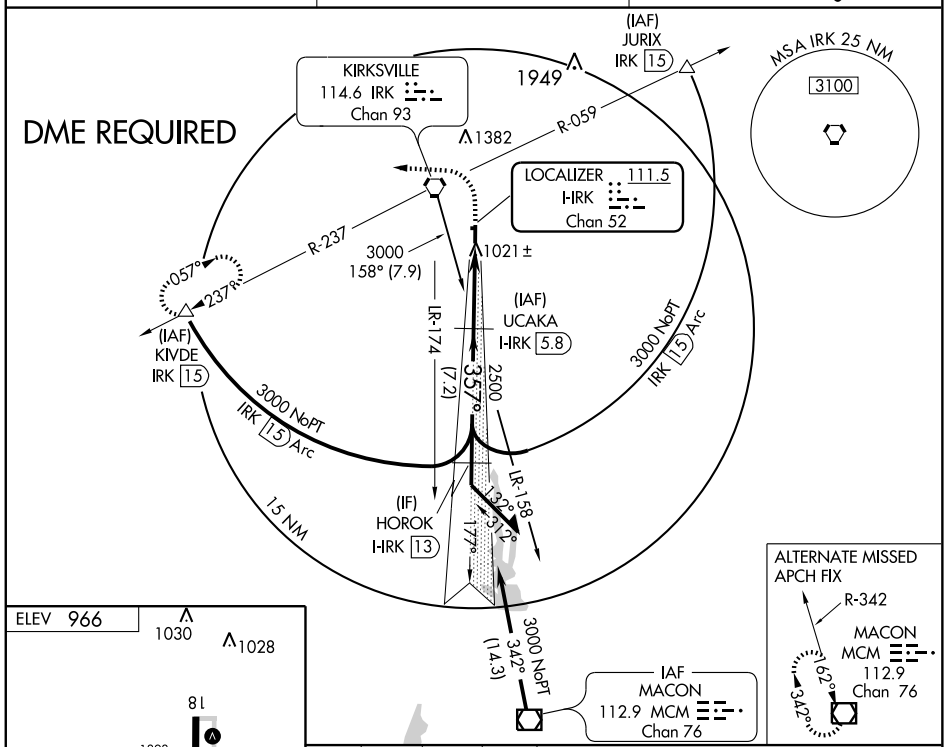
KIRKSVILLE RGNL (IRK)

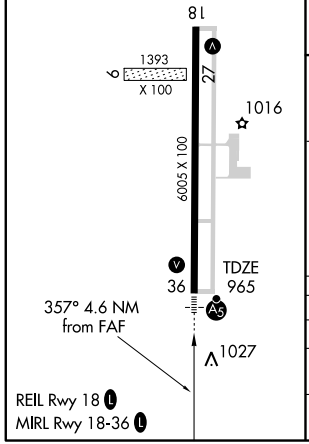
T When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility ¼ mile.
A VDP NA when using Ottumwa Industrial altimeter setting. For inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-ILS 36 all Cats visibility ¼ mile, and S-LOC 36 Cat D visibility to 1½. DME Required. For inoperative MALSR, increase S-LOC 36 Cat D visibility ¼ mile.

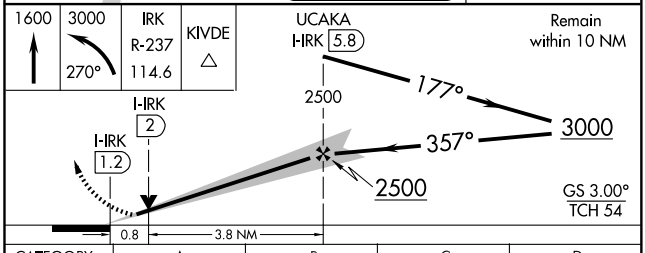
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 1165-½ 200 (200-½) | | | |
| S-LOC 36 | 1280-½ 315 (400-½) | | | 1280-¾ 315 (400-¾) |
| CIRCLING | 1400-1 434 (500-1) | 1420-1 454 (500-1) | 1420-1½ 454 (500-1½) | 1520-2 554 (600-2) |

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| APP CRS | | |
|---|---|---|
| 177° | Rwy Idg | 6005 |
| | TDZE | 966 |
| | Apt Elev | 966 |

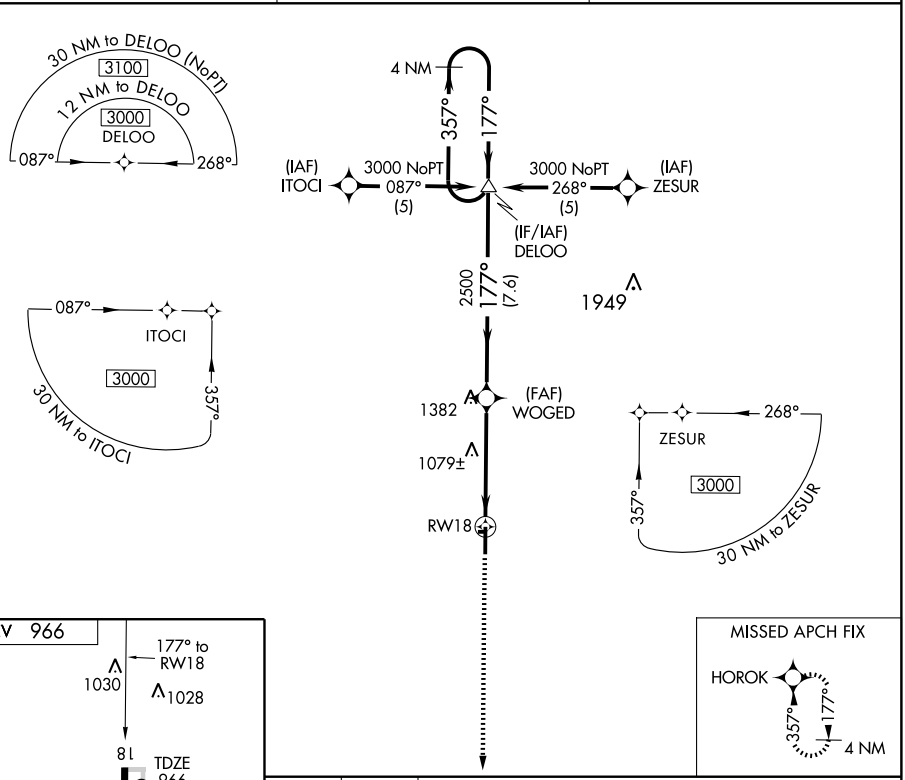
# RNAV (GPS) RWY 18

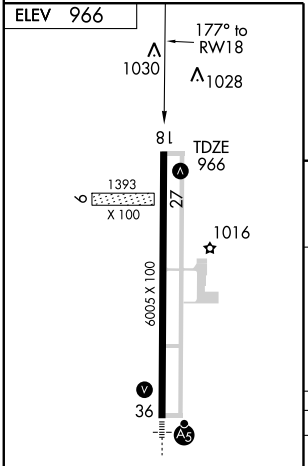
KIRKSVILLE RGNL (IRK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ottumwa Industrial altimeter setting.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

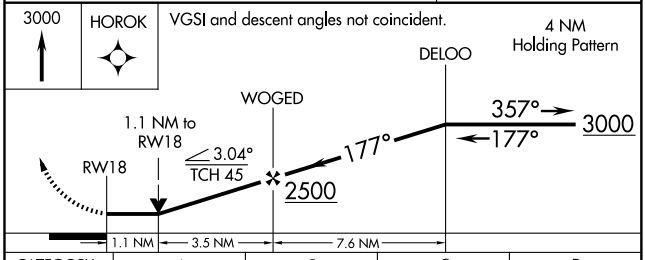
| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 374 (400-1) | | | 1340-1¼ 374 (400-1¼) |
| CIRCLING | 1400-1 434 (500-1) | 1420-1 454 (500-1) | 1420-1½ 454 (500-1½) | 1520-2 554 (600-2) |

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| WAAS | APP CRS | | |
|---|---|---|---|
| CH 70513 | 357° | Rwy Idg | 6005 |
| W36A | | TDZE | 965 |
| | | Apt Elev | 966 |

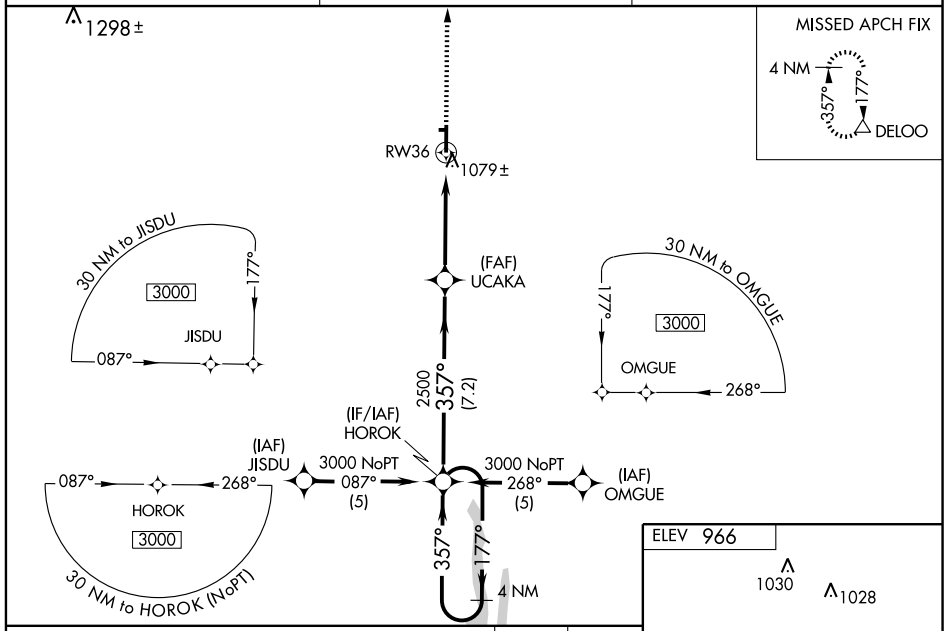
# RNAV (GPS) RWY 36
## KIRKSVILLE RGNL (IRK)

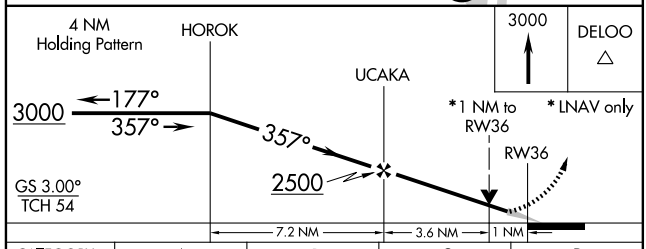
Baro-VNAV NA when using Ottumwa Industrial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.
VDP NA when using Ottumwa Industrial altimeter setting.
For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¾.

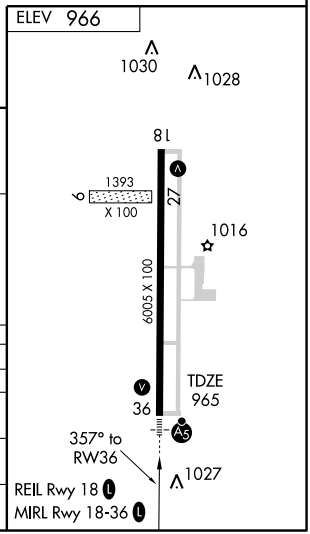
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct DELOO and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1165-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1349-¾ 384 (400-¾) | | | |
| LNAV MDA | 1340-½ 375 (400-½) | | | 1340-1 375 (400-1) |
| CIRCLING | 1400-1 434 (500-1) | 1420-1 454 (500-1) | 1420-1½ 454 (500-1½) | 1520-2 554 (600-2) |

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| VORTAC IRK | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.6 | 134° | TDZE | N/A |
| Chan 93 | | Apt Elev | 966 |

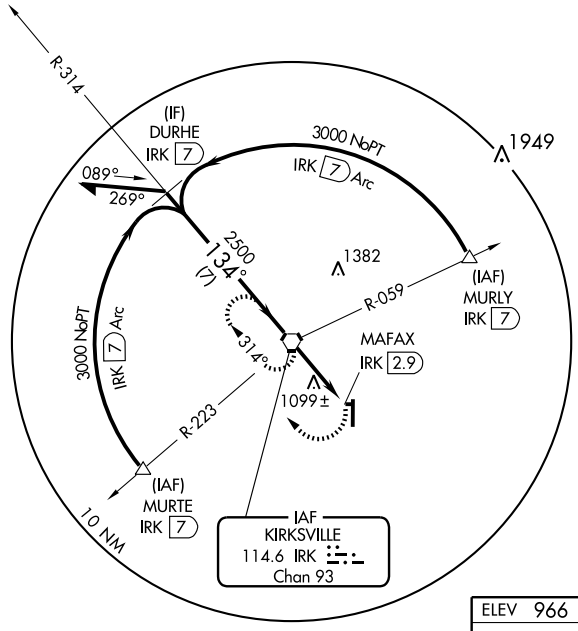
# VOR-A

KIRKSVILLE RGNL (IRK)

When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility ¼ mile.

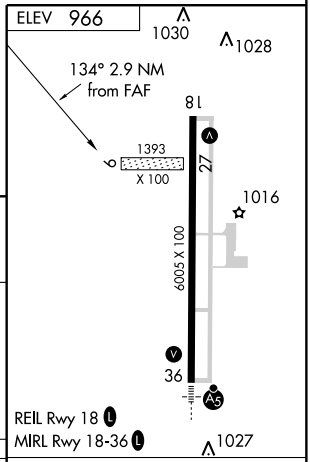
MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

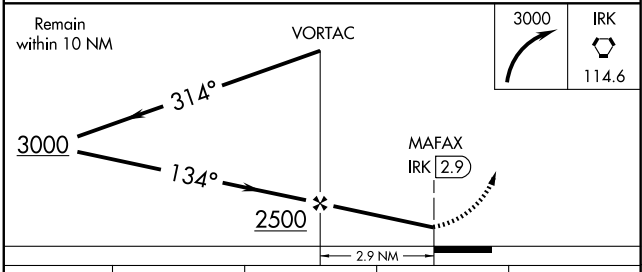
| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |




NoPT for arrivals at IRK VORTAC on airway radials 259 CW 007.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>434 (500-1) | 1420-1<br>454 (500-1) | 1420-1½<br>454 (500-1½) | 1520-2<br>554 (600-2) |

FAF to MAP 2.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

NC-3. 08 APR 2010 to 06 MAY 2010

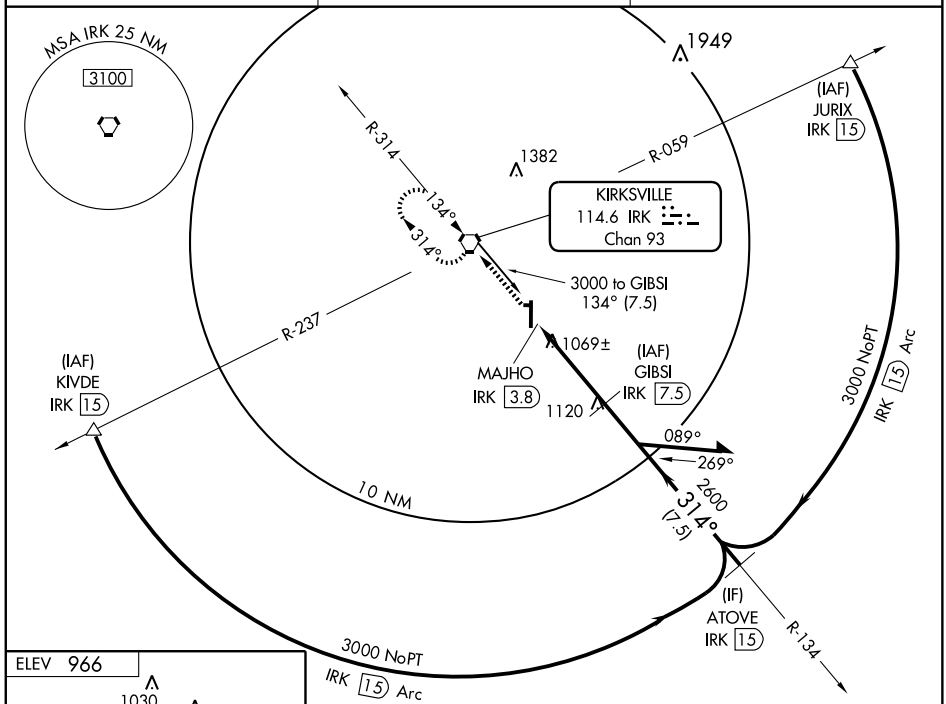
| VORTAC IRK | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.6 | 314° | TDZE | N/A |
| Chan 93 | | Apt Elev | 966 |

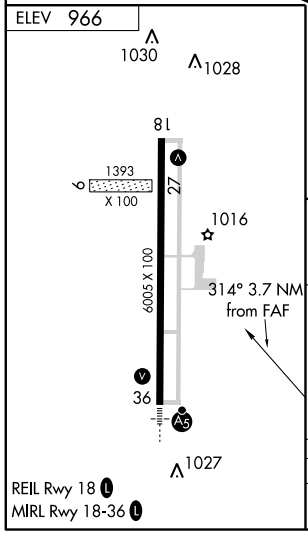
# VOR/DME-B
## KIRKSVILLE RGNL (IRK)

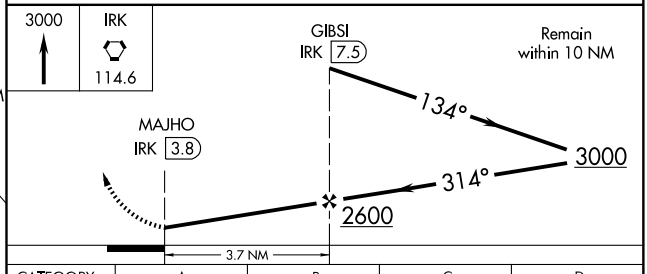
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |

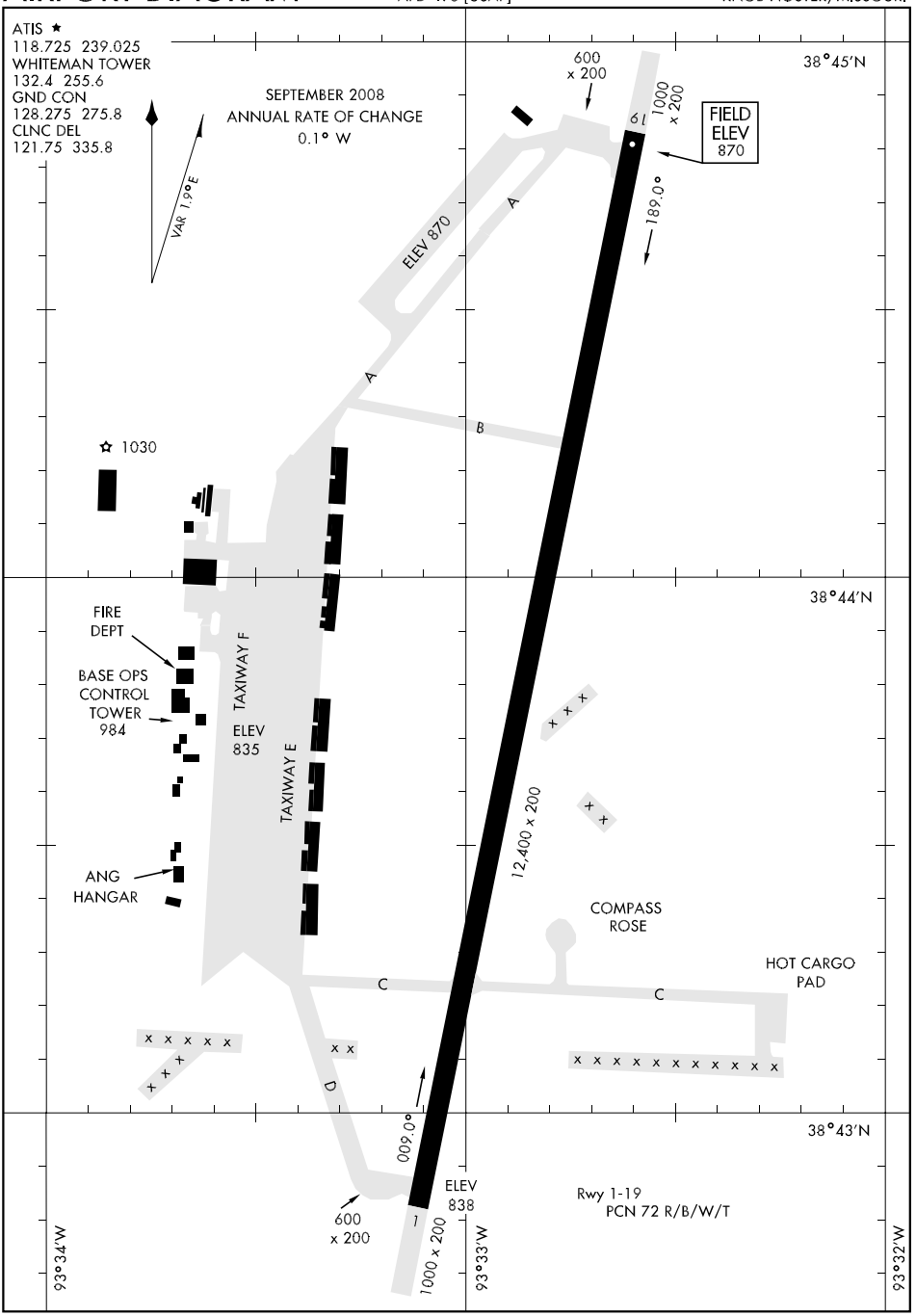



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>434 (500-1) | 1420-1<br>454 (500-1) | 1420-1½<br>454 (500-1½) | 1520-2<br>554 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010


ATIS ★
118.725 239.025
WHITEMAN TOWER
132.4 255.6
GND CON
128.275 275.8
CLNC DEL
121.75 335.8
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 1.9°E
38°45'N
600 x 200
1000 x 200
6L
FIELD ELEV 870
189.0°
ELEV 870
A
B
1030
FIRE DEPT
BASE OPS CONTROL TOWER 984
TAXIWAY F
TAXIWAY E
ELEV 835
38°44'N
12,400 x 200
ANG HANGAR
COMPASS ROSE
HOT CARGO PAD
C
D
609.0°
ELEV 838
600 x 200
1000 x 200
1
Rwy 1-19
PCN 72 R/B/W/T
38°43'N
93°34'W
93°33'W
93°32'W

# HI-ILS or LOC/DME RWY 1

| LOC I-SZL | APCH CRS | Rwy Idg / TDZE / Arpt Elev | JAL-496 [USAF] | WHITEMAN AFB (KSZL) |
|---|---|---|---|---|
| 110.3 | 007° | 12,400 / 837 / 870 | | |

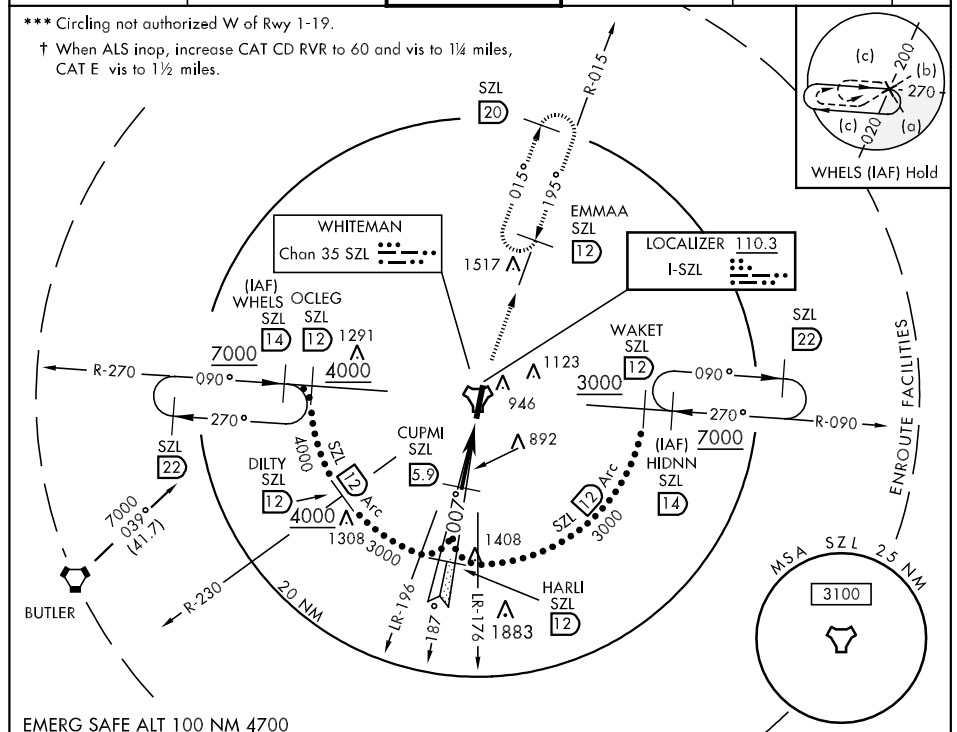
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

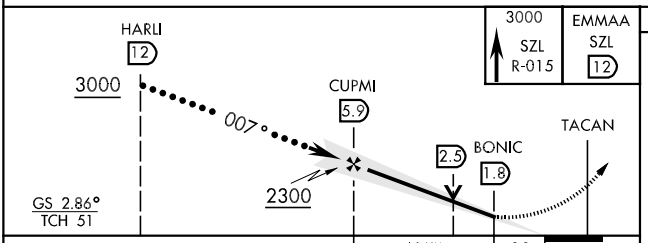
ALSF-1

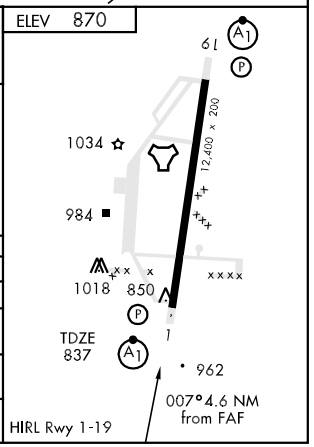
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** Circling not authorized W of Rwy 1-19.
† When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 1* | 1037/24 200 (200-½) | | |
| S-LOC 1** | 1240/40 403 (400-¾) | | 1240/50 403 (400-1) |
| CIRCLING*** | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 † | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |

# HI-ILS or LOC/DME RWY 19

| LOC I-MXJ | APCH CRS | Rwy ldg 12,400 / TDZE 870 / Arpt Elev 870 |
|---|---|---|
| 108.5 | 187° | |

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

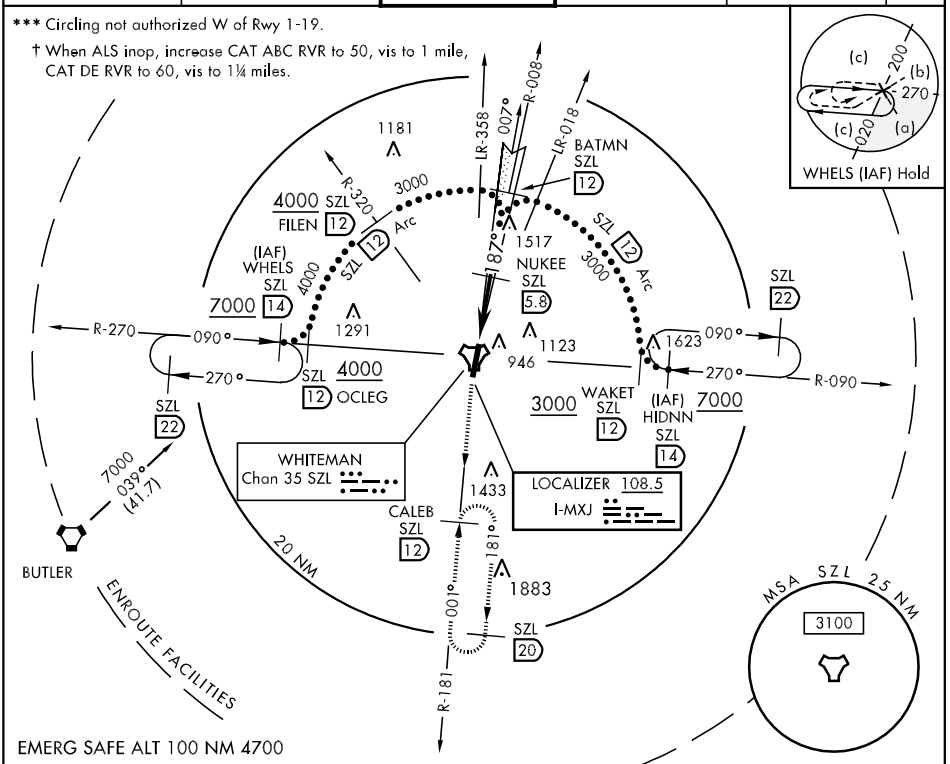
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

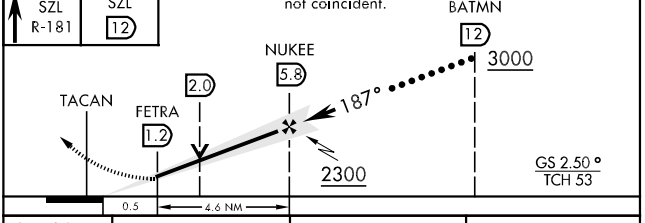
*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

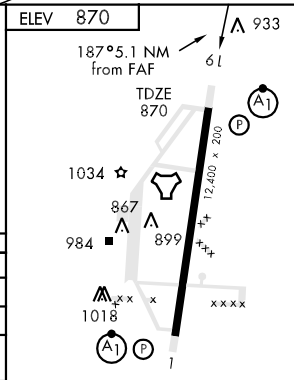



3000 SZL R-181 | CALEB SZL 12

VGSI and glideslope not coincident.




ELEV 870




HIRL Rwy 1-19

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 19 * | 1070/24 | 200 | (200-½) |
| S-LOC 19 ** | 1240/40 | 370 | (400-¾) |
| CIRCLING *** | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19 † | 1260/40 | 390 (400-¾) | |

# HI-TACAN RWY 1

| TACAN | APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|---|
| SZL Chan 35 | 001° | 12,400 | 837 | 870 |

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

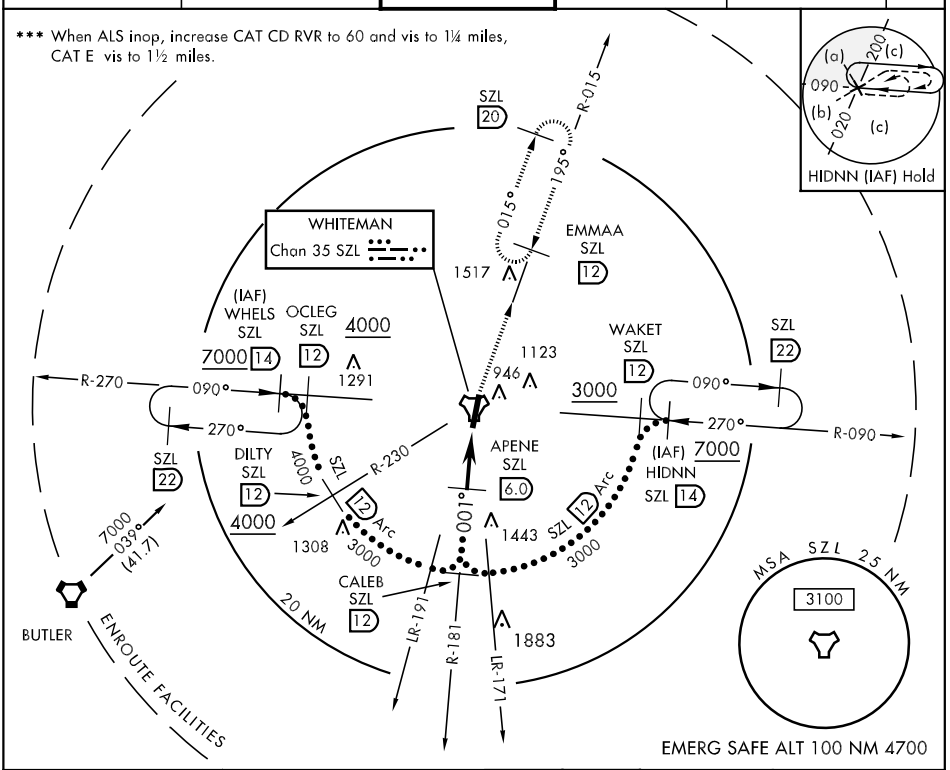
▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

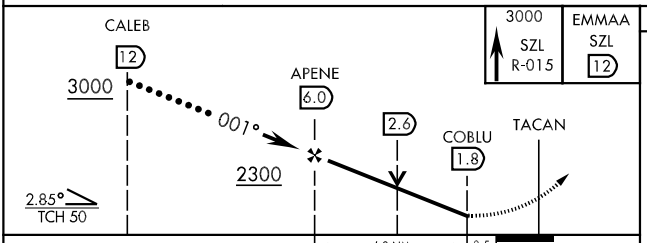
ALSF-1 (A1)

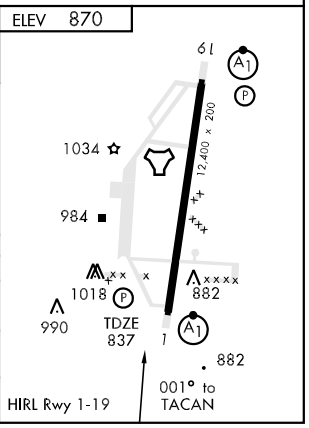
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-1 * | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |
| CIRCLING ** | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 *** | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |



NC-3, 08 APR 2010 to 06 MAY 2010

# HI-TACAN RWY 19

| TACAN | APCH CRS | Rwy Idg | 12,400 |
|---|---|---|---|
| Chan 35 | 195° | TDZE | 870 |
| | | Arpt Elev | 870 |

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

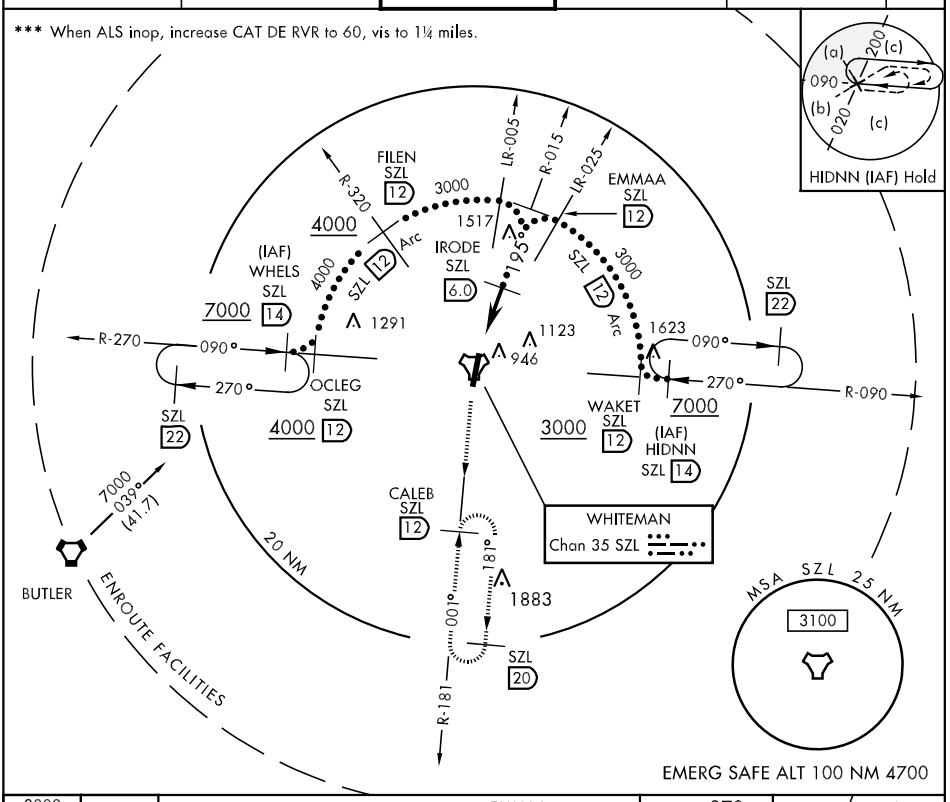
* When ALS inop, increase CAT C RVR to 50 and vis to 1 miles, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

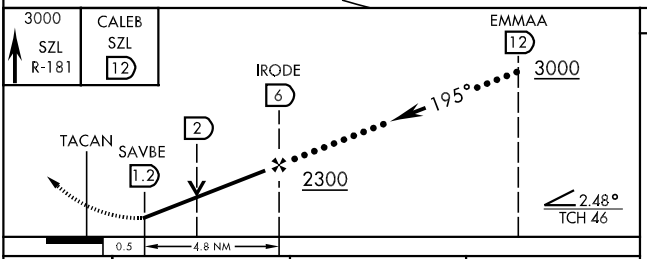
ALSF-1

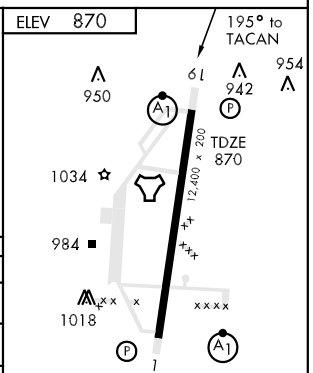
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** When ALS inop, increase CAT DE RVR to 60, vis to 1¼ miles.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-19 * | 1260/40 390 (400-¾) | | |
| CIRCLING ** | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19*** | 1260/40 390 (400-¾) | | |



NC-3, 08 APR 2010 to 06 MAY 2010

# ILS or LOC/DME RWY 1

| LOC I-SZL | APCH CRS | Rwy Idg / TDZE / Arpt Elev | AL-496 [USAF] | WHITEMAN AFB (KSZL) |
|---|---|---|---|---|
| 110.3 | 007° | 12,400 / 837 / 870 | | |

* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

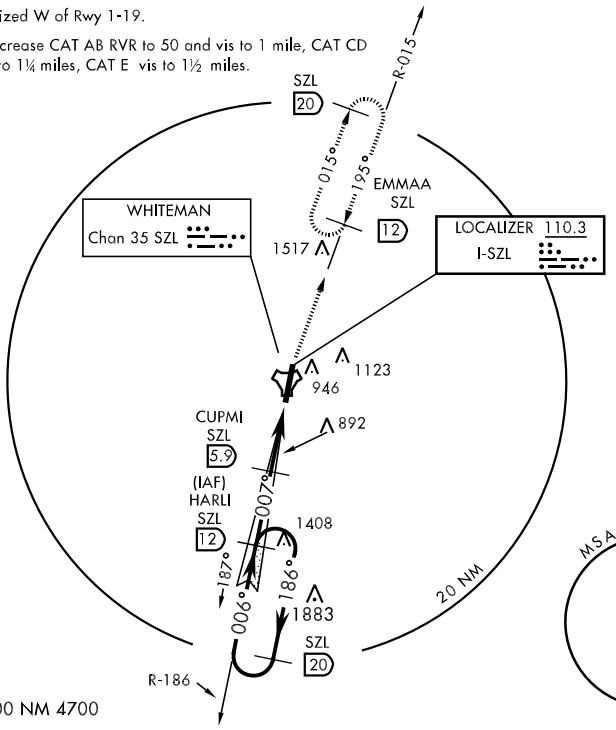
ALSF-1

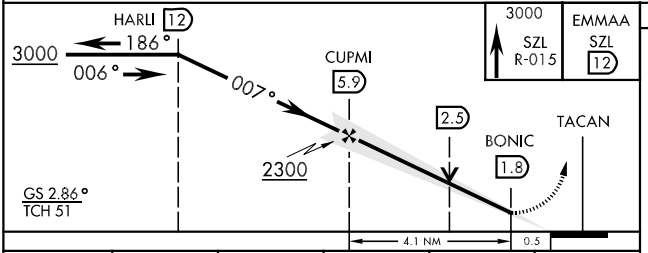
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

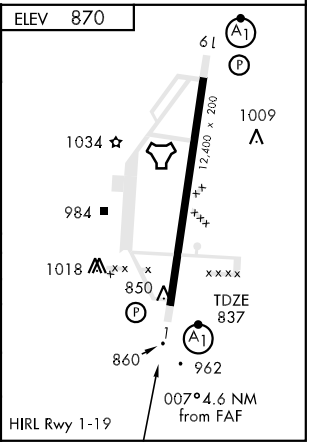
| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1* | 1037/24 | | 200 | (200-½) | |
| S-LOC 1** | 1240/24 403 (400-½) | | 1240/40 403 (400-¾) | | 1240/50 403 (400-1) |
| CIRCLING*** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 † | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |

# ILS or LOC/DME RWY 19

| LOC I-MXJ | APCH CRS | Rwy ldg 12,400 / TDZE 870 / Arpt Elev 870 |
|---|---|---|
| 108.5 | 187° | AL-496 [USAF] |

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

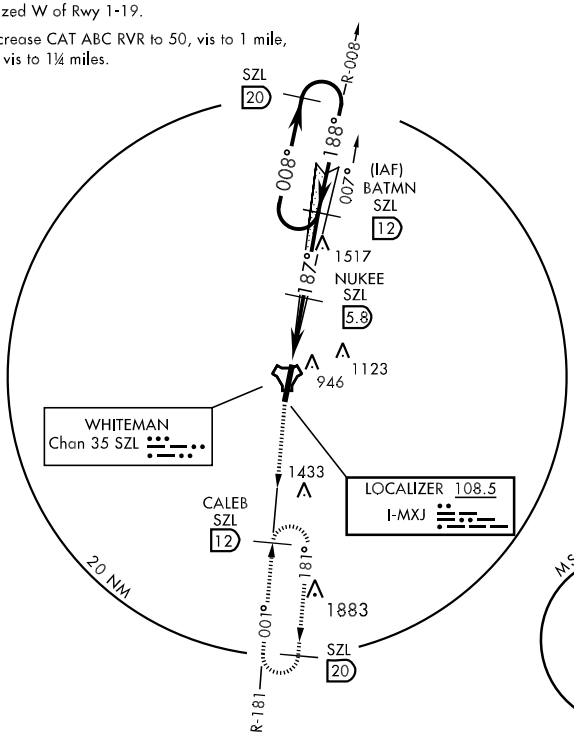
ALSF-1

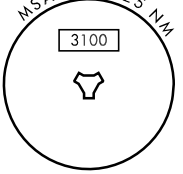
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

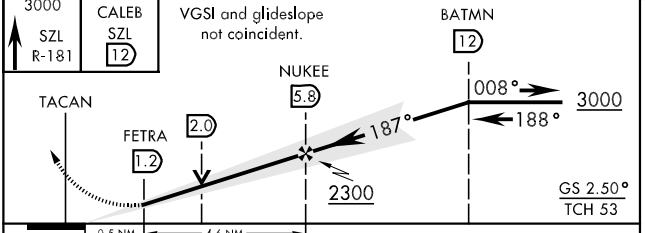


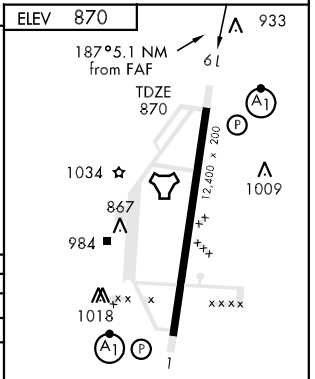




EMERG SAFE ALT 100 NM 4700

3000 ↑ SZL R-181 | CALEB SZL 12

VGSI and glideslope not coincident.




HIRL Rwy 1-19

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 19 * | 1070/24 | | 200 | (200-½) | |
| S-LOC 19 ** | 1240/24 370 (400-½) | | 1240/40 370 (400-¾) | | |
| CIRCLING *** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19 † | 1260/24 390 (400-½) | | 1260/40 390 (400-¾) | | |

# RNAV (GPS) RWY 1

WHITEMAN AFB (KSZL)

| APCH CRS | Rwy ldg | 12,400 |
|---|---|---|
| 007° | TDZE | 837 |
| | Arpt Elev | 870 |

AL-496 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

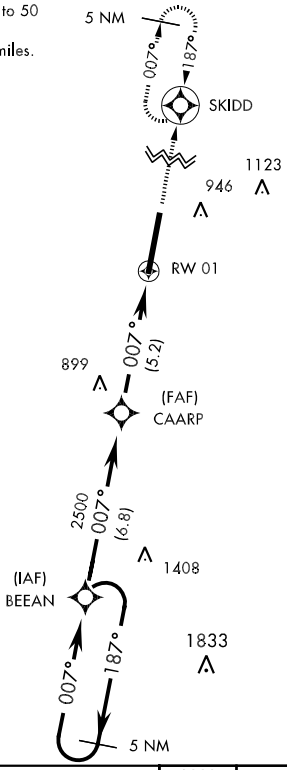
ALSF-1

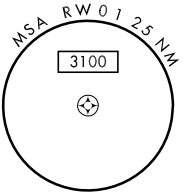
MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

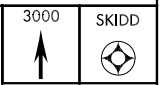
*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

DME/DME RNP 0.3 N/A.



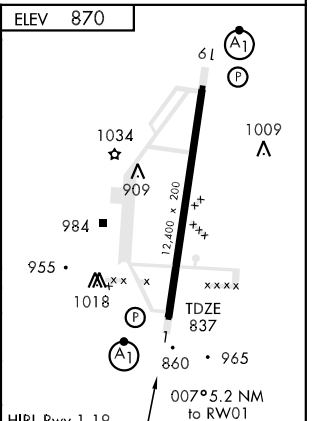




EMERG SAFE ALT 100 NM 4700










| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |
| CIRCLING ** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 *** | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |

# RNAV (GPS) RWY 19

| APCH CRS | Rwy ldg 12,400<br>TDZE 870<br>Arpt Elev 870 |
|---|---|
| 187° | |

AL-496[USAF]

WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

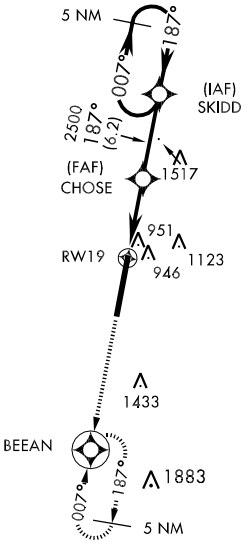
ALSF-1

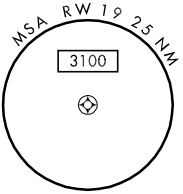
MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

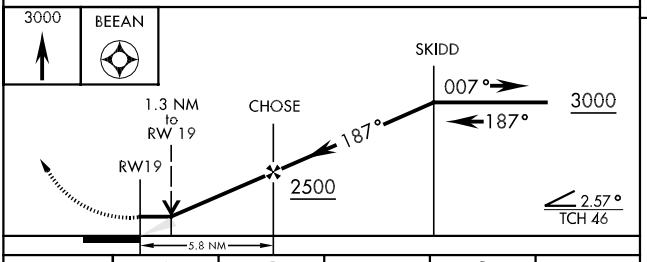
*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

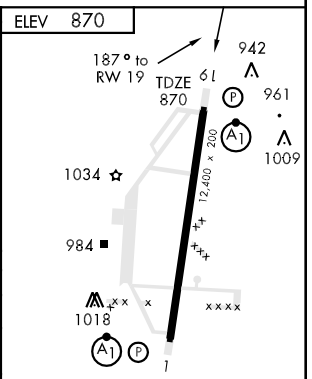
DME/DME RNP 0.3 N/A.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1260/24 | 390 (400-½) | 1260/40 | 390 (400-¾) | |
| CIRCLING ** | 1340-1 | 470 (500-1) | 1340-1½<br>470 (500-1½) | 1420-2<br>550 (600-2) | 1460-2<br>590 (600-2) |
| S-ASR 19 *** | 1260/24 | 390 (400-½) | 1260/40 | 390 (400-¾) | |

# TACAN RWY 1

| TACAN | APCH CRS | Rwy Idg | 12,400 |
|---|---|---|---|
| Chan 35 | 001° | TDZE | 837 |
| | | Arpt Elev | 870 |

AL-496 [USAF]

WHITEMAN AFB (KSZL)

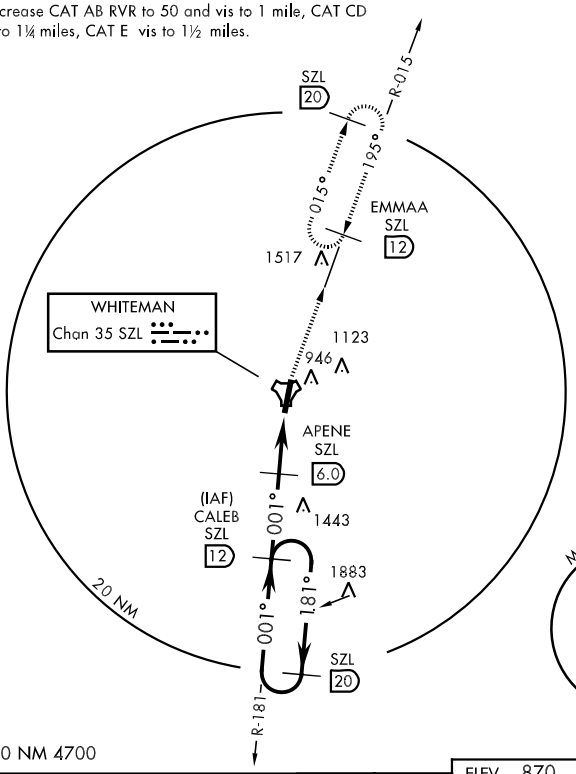
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1 (A1)

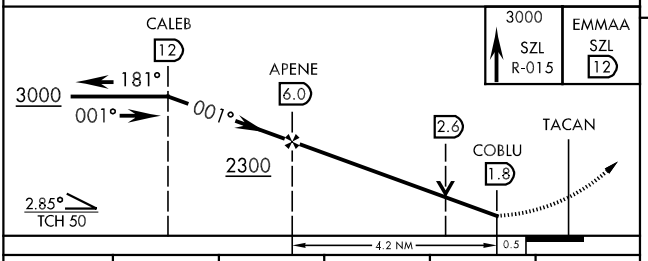
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

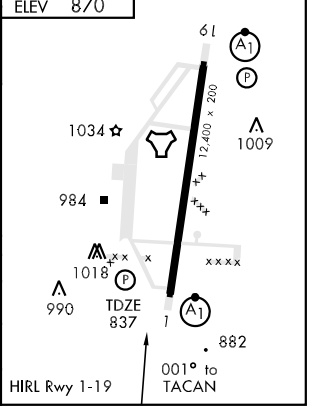
| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-1 * | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |
| CIRCLING ** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 *** | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |

# TACAN RWY 19

| TACAN SZL Chan 35 | APCH CRS 195° | Rwy Idg 12,400<br>TDZE 870<br>Arpt Elev 870 |
|---|---|---|

AL-496 [USAF]

WHITEMAN AFB (KSZL)

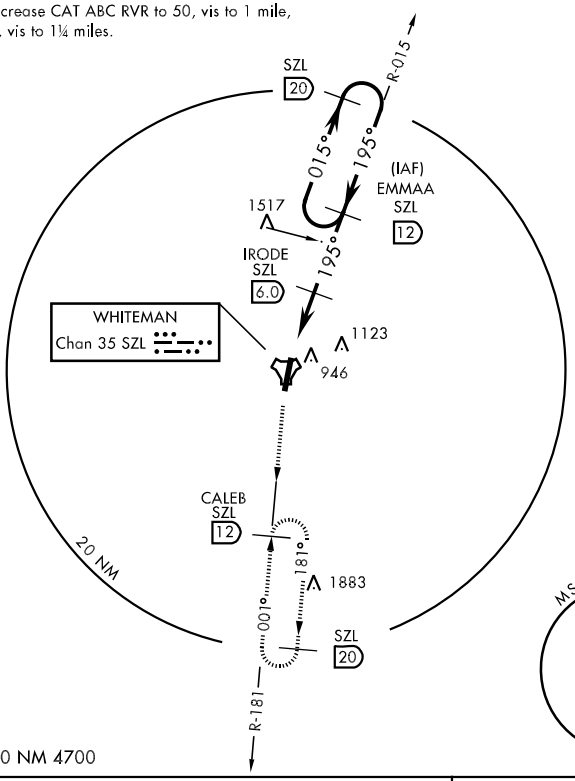
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

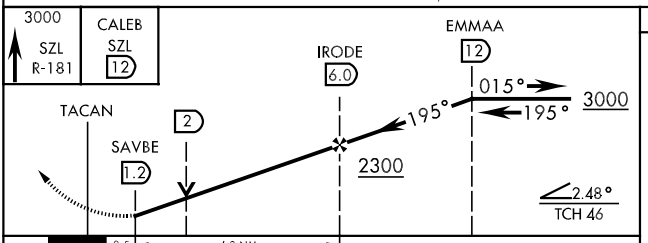
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

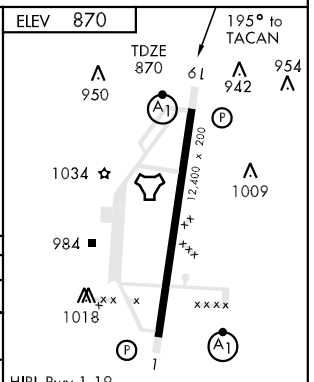
| ATIS * | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-19 * | 1260/24 390 (400-½) | | 1260/40 390 (400-¾) | | |
| CIRCLING ** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19*** | 1260/24 390 (400-½) | | 1260/40 390 (400-¾) | | |

| NDB LLU | APP CRS | Rwy Idg | 2902 |
|---|---|---|---|
| 356 | 036° | TDZE | 1008 |
| | | Apt Elev | 1009 |

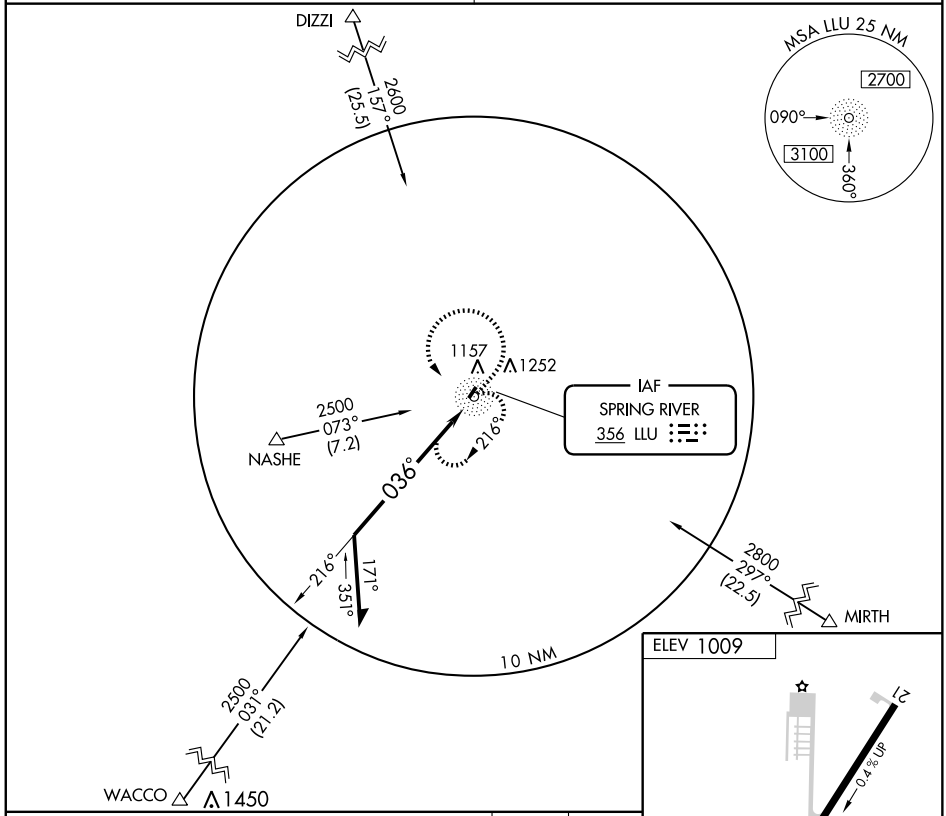
# NDB RWY 3
## LAMAR MUNI (LLU)

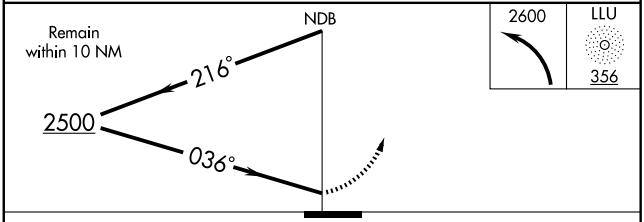
T
A NA

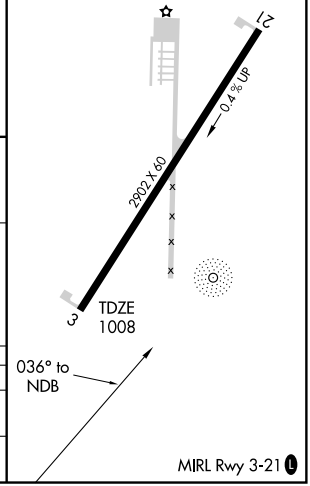
Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA. Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climbing left turn to 2600 in LLU NDB holding pattern.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.6 282.325 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1640-1 632 (700-1) | | 1640-1¾ 632 (700-1¾) | NA |
| CIRCLING | 1640-1 631 (700-1) | 1660-1 651 (700-1) | 1660-1¾ 651 (700-1¾) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

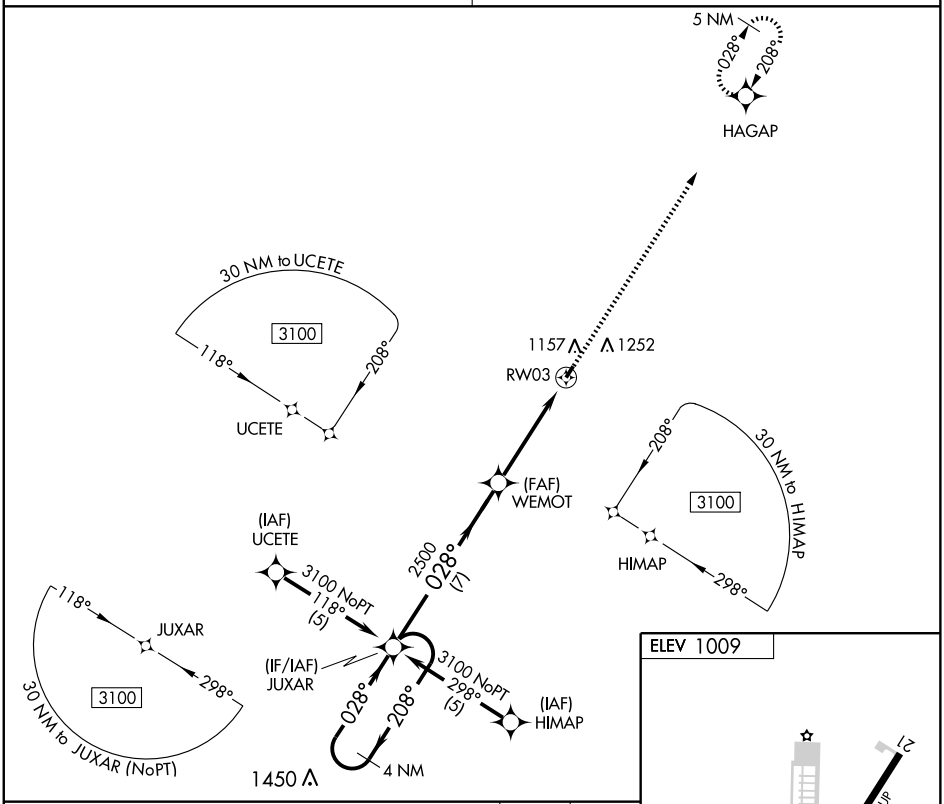
| APP CRS | Rwy Idg | 2902 |
|---|---|---|
| 028° | TDZE | 1008 |
| | Apt Elev | 1009 |

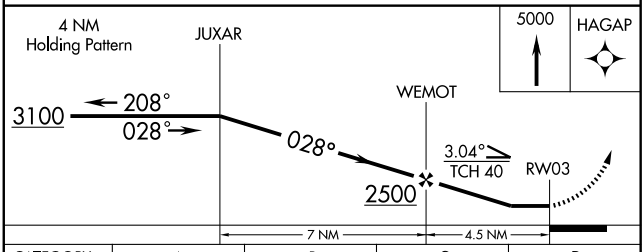
# RNAV (GPS) RWY 3
LAMAR MUNI (LLU)

Circling to Rwy 21 NA at night. DME/DME RNP- 0.3 NA.
NA
Visibility reduction by helicopters NA.
Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

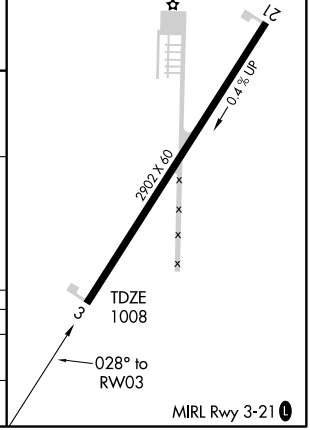
MISSED APPROACH: Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.6 282.325 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1 512 (600-1) | | 1520-1½ 512 (600-1½) | NA |
| CIRCLING | 1520-1 511 (600-1) | 1660-1 651 (700-1) | 1660-1¾ 651 (700-1¾) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 179° | TDZE | 1316 |
| | Apt Elev | 1321 |

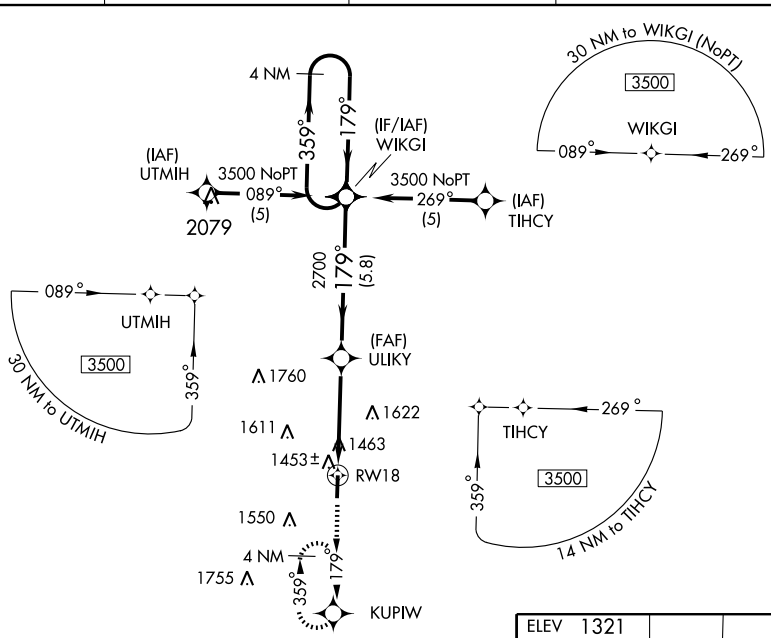
# RNAV (GPS) RWY 18

LEBANON/ FLOYD W. JONES LEBANON (LBO)

NA When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
Baro-VNAV NA when using Springfield-Branson National altimeter setting.
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

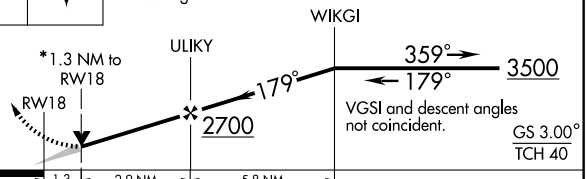
| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 121.1 290.5 | 123.725 | 122.8 (CTAF) L |



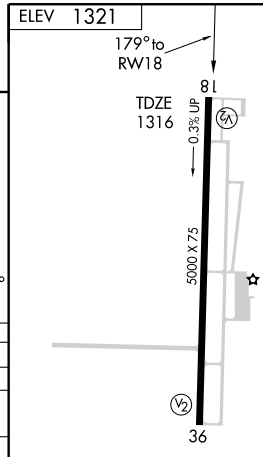

3500 | KUPIW

*LNAV only, VDP NA when using Springfield-Branson National altimeter setting.

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 1937-2 ¼ 621 (700-2¼) | | | |
| LNAV MDA | 1760-1 444 (500-1) | | 1760-1¼ 444 (500-1¼) | |
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½ 499 (500-1½) | 1980-2 659 (700-2) |




REIL Rwy 36 L
MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 359° | TDZE | 1321 |
| | Apt Elev | 1321 |

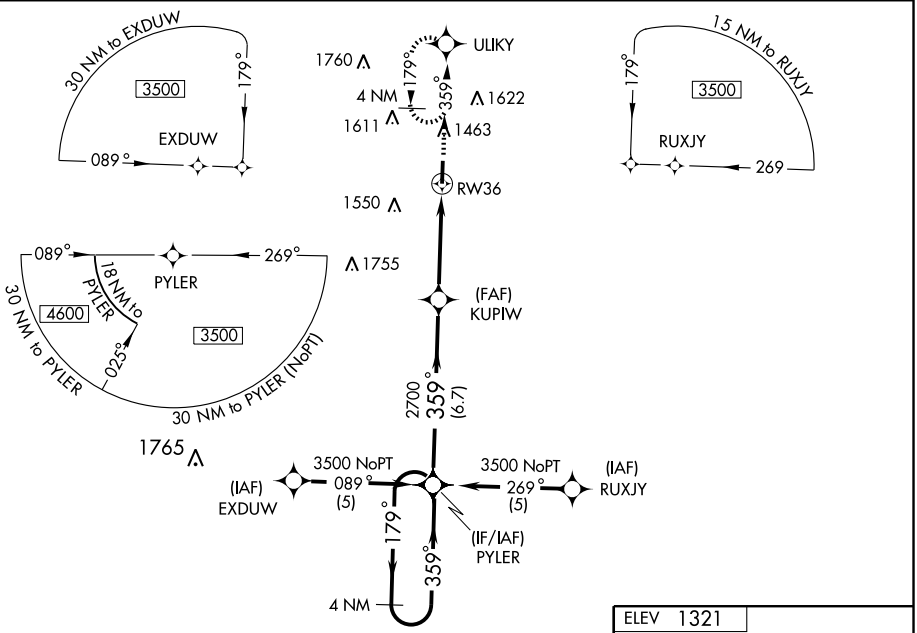
# RNAV (GPS) RWY 36

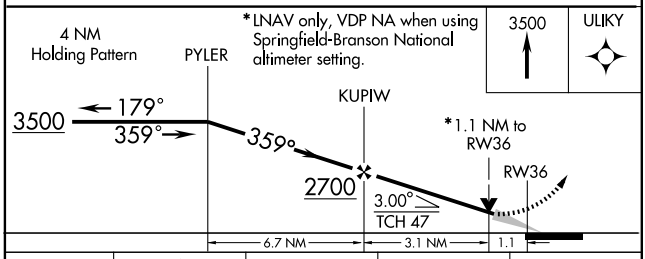
LEBANON/FLOYD W. JONES LEBANON (LBO)

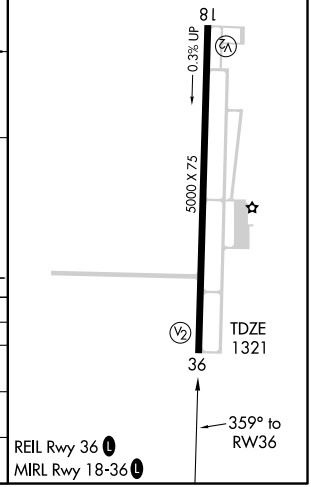
NA When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
Baro-VNAV NA when using Springfield-Branson National altimeter setting.
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ULIKY and hold.

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 121.1 290.5 | 123.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1680-1¼ 359 (400-1¼) | | | |
| LNAV MDA | 1700-1 379 (400-1) | | | 1700-1¼ 379 (400-1¼) |
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½ 499 (500-1½) | 1980-2 659 (700-2) |

NC-3, 08 APR 2010 to 06 MAY 2010

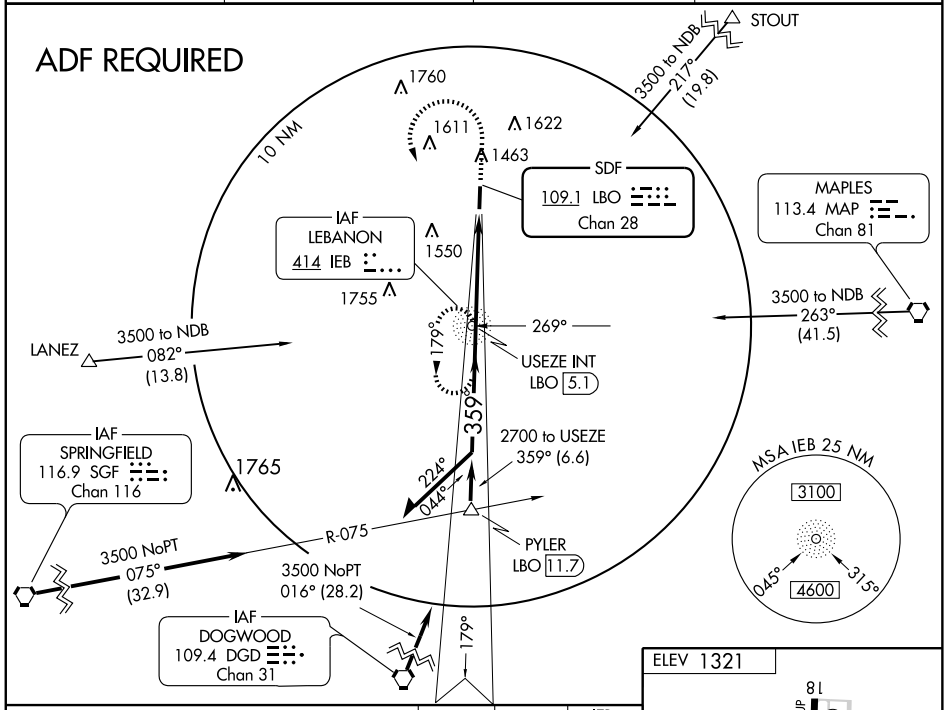
| SDF LBO | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 109.1 | 359° | TDZE | 1321 |
| Chan 28 | | Apt Elev | 1321 |

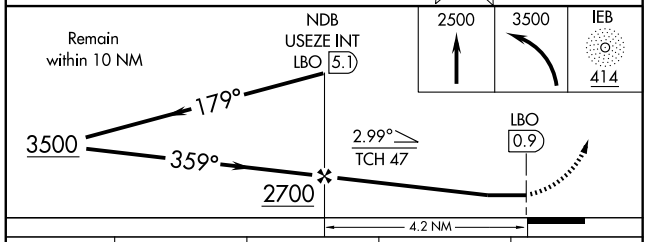
# SDF RWY 36

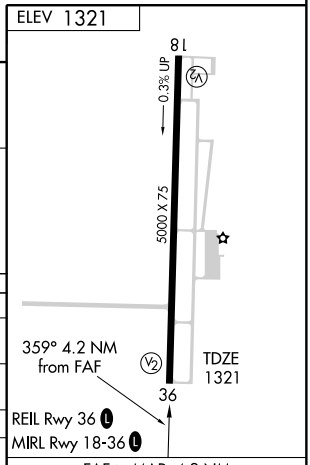
LEBANON/FLOYD W. JONES LEBANON (LBO)

| NA | When local altimeter setting not received, use Springfield-Branson National altimeter setting. | MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold. |
|---|---|---|

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 121.1 290.5 | 123.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1700-1 379 (400-1) | | | 1700-1¼ 379 (400-1¼) |
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½ 499 (500-1½) | 1980-2 659 (700-2) |
| SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS | | | | |
| S-36 | 1800-1 479 (500-1) | | 1800-1¼ 479 (500-1¼) | 1800-1½ 479 (500-1½) |
| CIRCLING | 1920-1 599 (600-1) | | 1960-1¾ 639 (700-1¾) | 2120-2½ 799 (800-2½) |

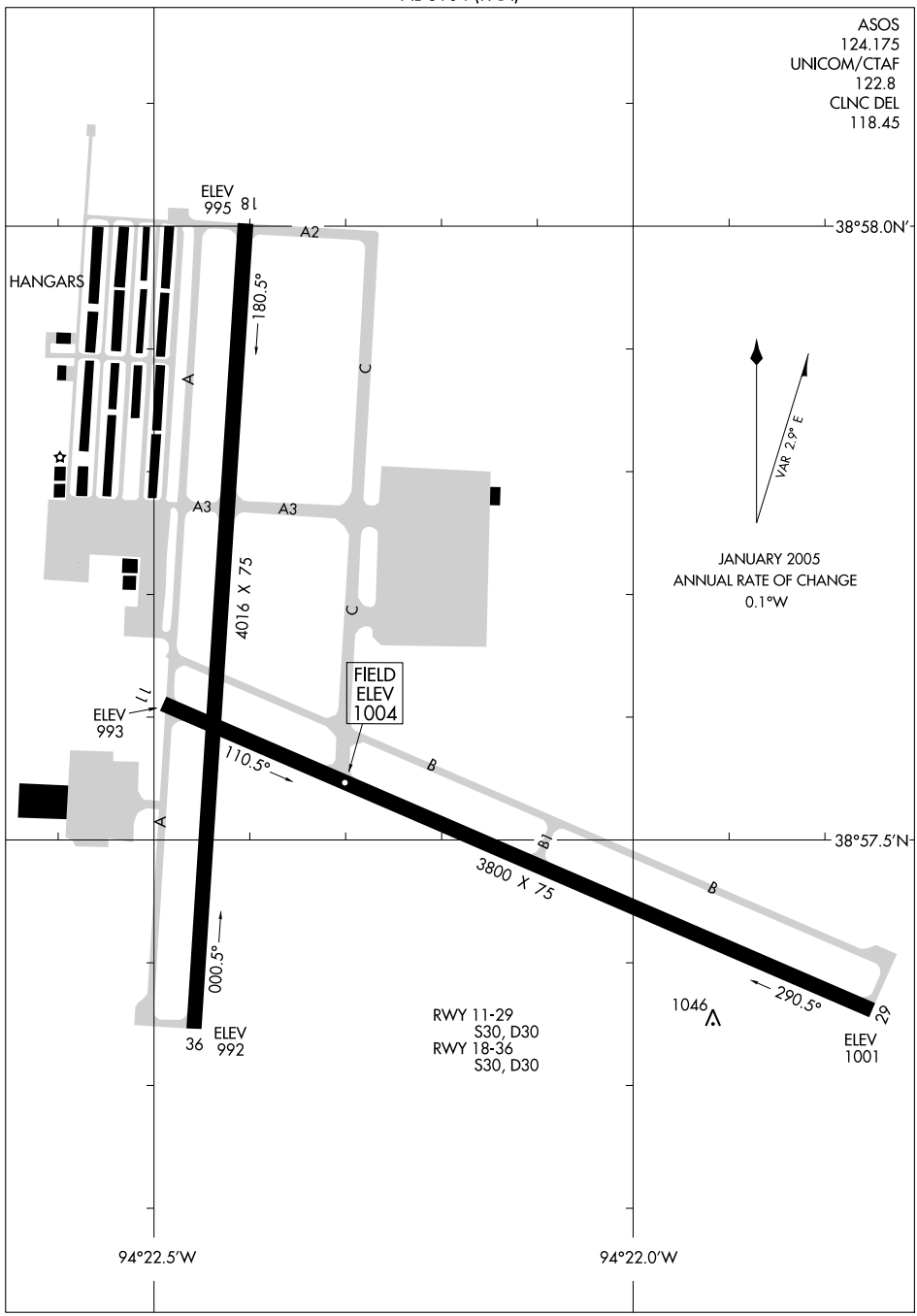
| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

NC-3. 08 APR 2010 to 06 MAY 2010

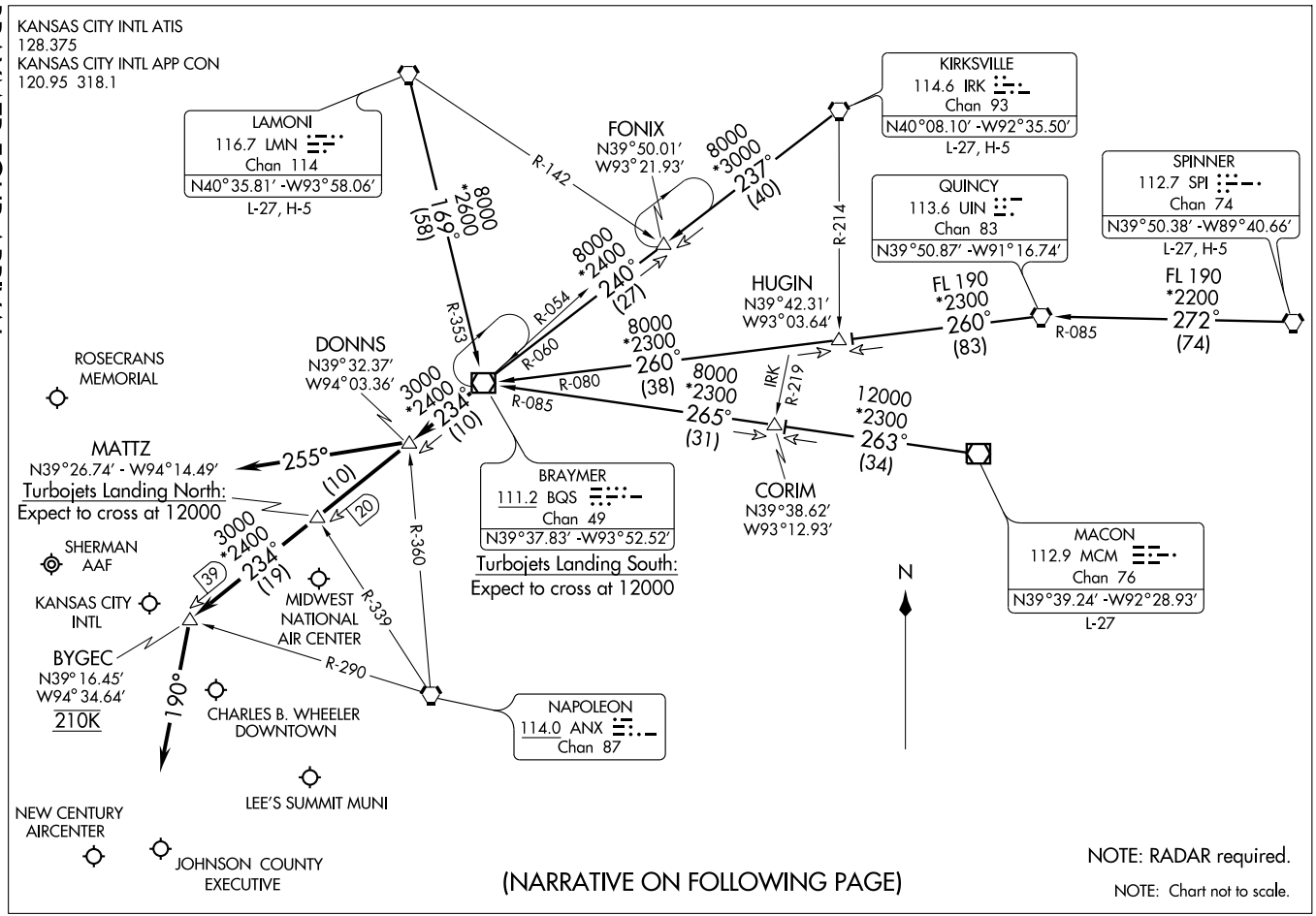
# AIRPORT DIAGRAM

AL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

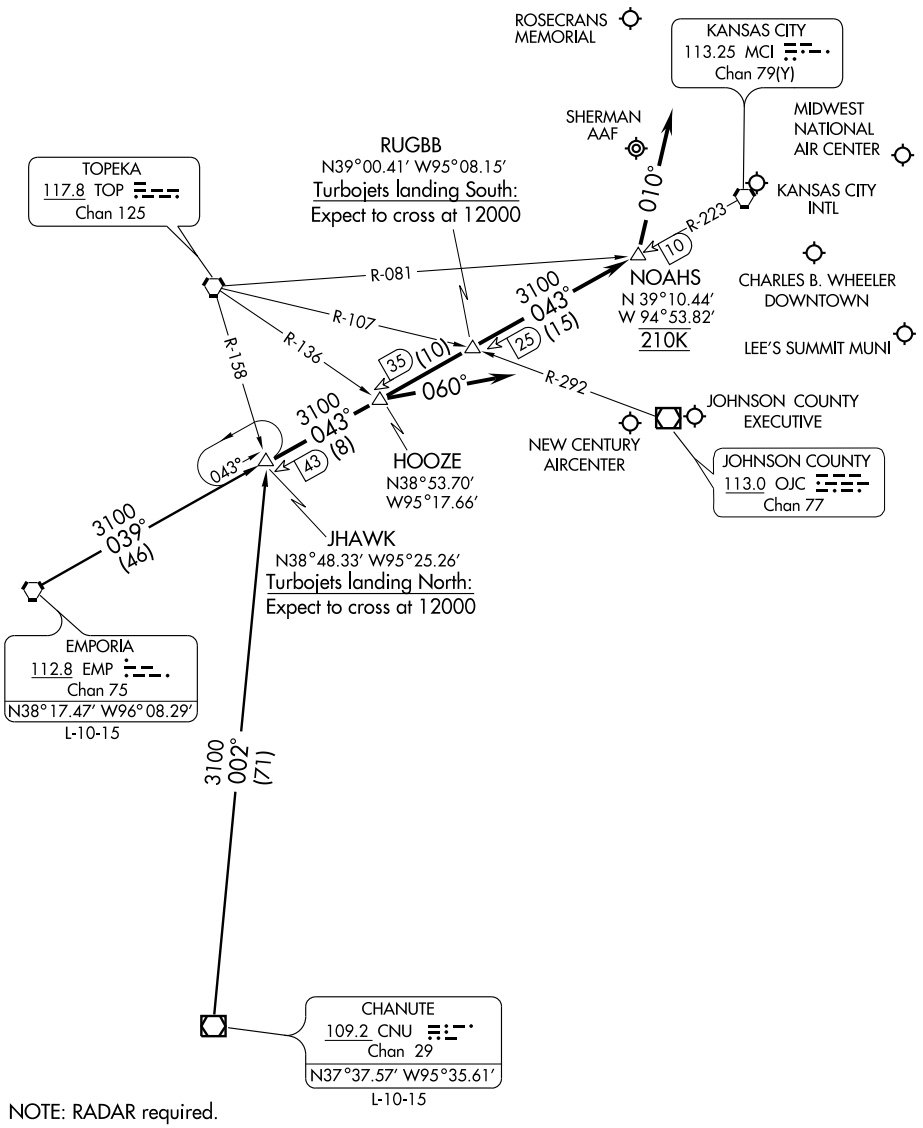
. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 3800 |
|---|---|---|---|
| CH 99405 | 109° | TDZE | 1004 |
| W11A | | Apt Elev | 1004 |

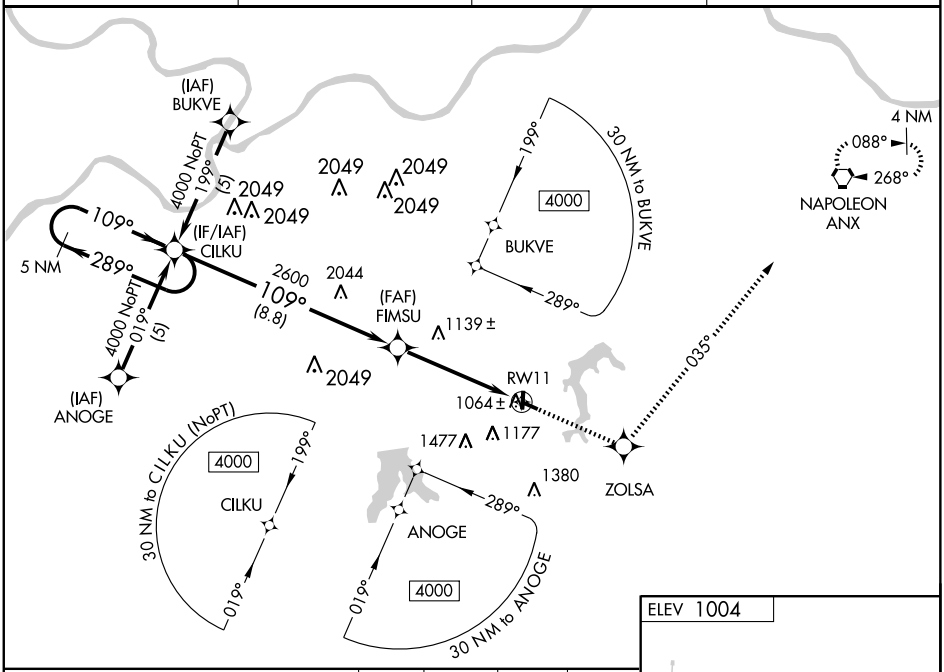
# RNAV (GPS) RWY 11

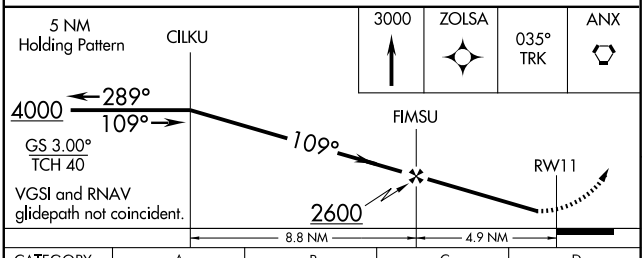
## LEE'S SUMMIT MUNI (LXT)

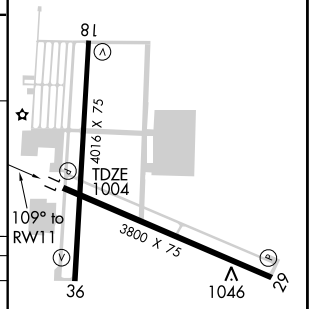
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZOLSA and via 035° track ANX VORTAC and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1254-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1334-1¼ 330 (400-1¼) | | | NA |
| LNAV MDA | 1400-1 396 (400-1) | | | NA |
| CIRCLING | 1440-1 436 (500-1) | 1540-1 536 (600-1) | 1540-1½ 536 (600-1½) | NA |

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4016 |
|---|---|---|---|
| CH 82204 | 179° | TDZE | 998 |
| W18A | | Apt Elev | 1004 |

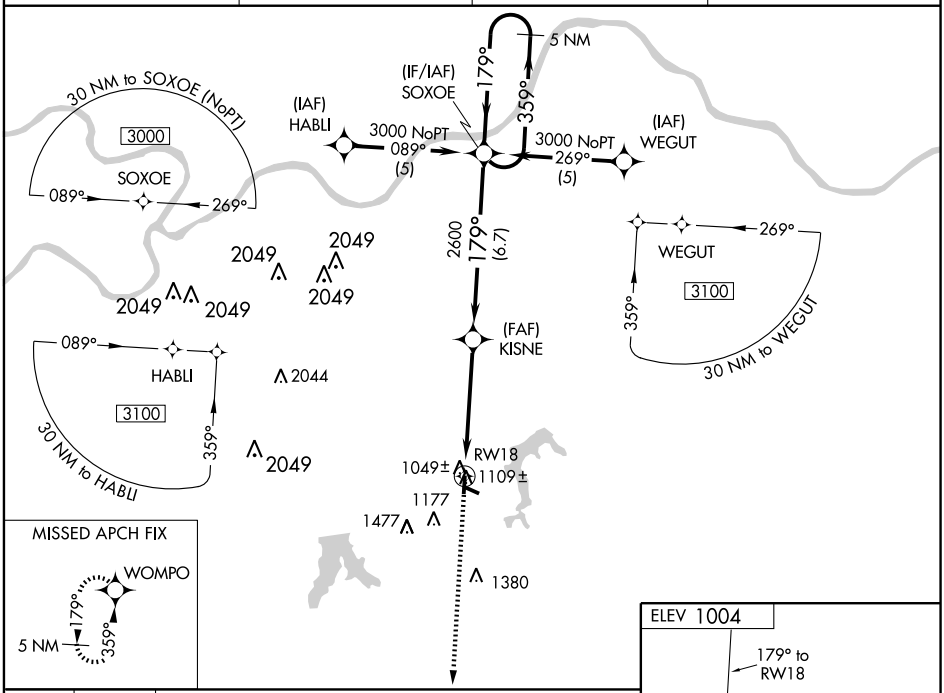
# RNAV (GPS) RWY 18

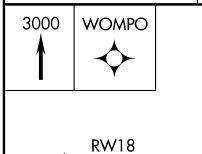
## LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

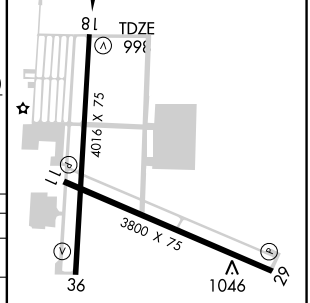
| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1248-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1378-1¼ 380 (400-1¼) | | | NA |
| LNAV MDA | 1360-1 362 (400-1) | | | NA |
| CIRCLING | 1440-1 436 (500-1) | 1540-1 536 (600-1) | 1540-1½ 536 (600-1½) | NA |

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 48905 W29A | APP CRS 289° | Rwy Idg 3800<br>TDZE 1004<br>Apt Elev 1004 |
|---|---|---|

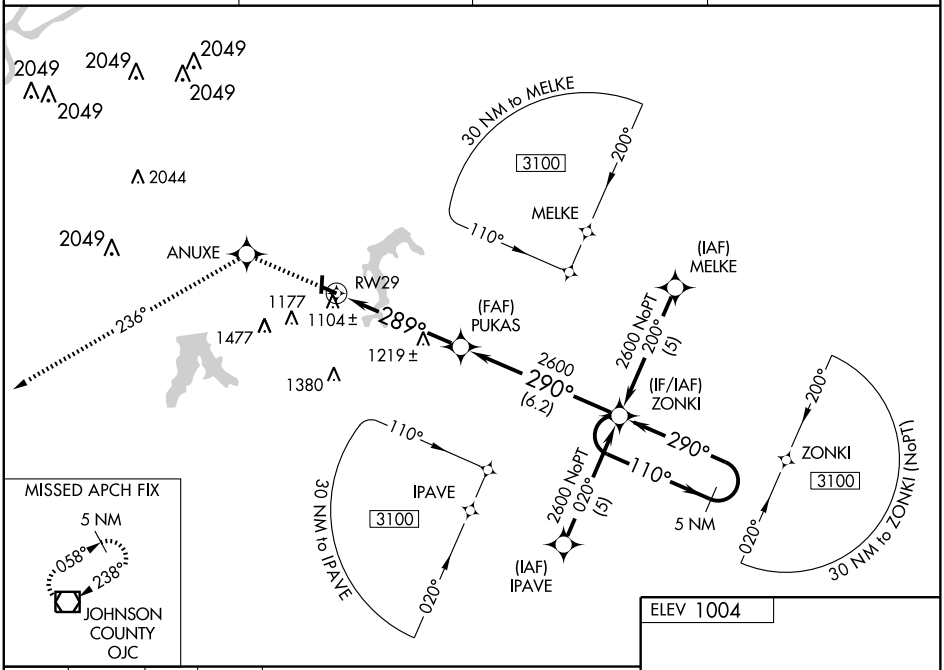
# RNAV (GPS) RWY 29

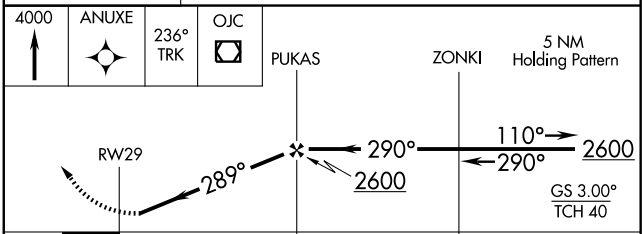
LEE'S SUMMIT MUNI (LXT)

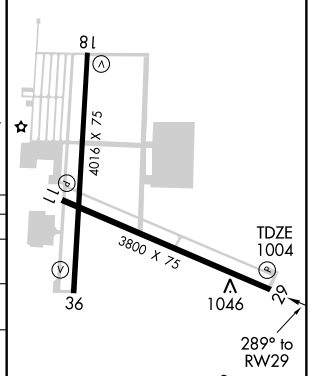
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1254-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1374-1¼ 370 (400-1¼) | | | NA |
| LNAV MDA | 1480-1 476 (500-1) | | 1480-1¼ 476 (500-1¼) | NA |
| CIRCLING | 1480-1 476 (500-1) | 1540-1 536 (600-1) | 1540-1½ 536 (600-1½) | NA |

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

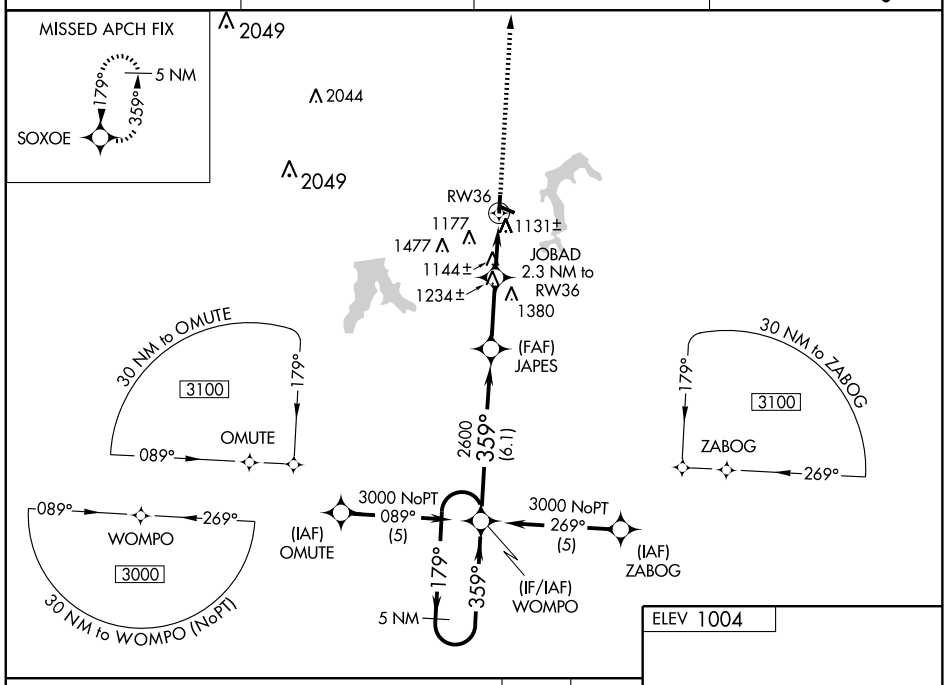
| WAAS | APP CRS | Rwy Idg | 4016 |
|---|---|---|---|
| CH 48805 | 359° | TDZE | 998 |
| W36A | | Apt Elev | 1004 |

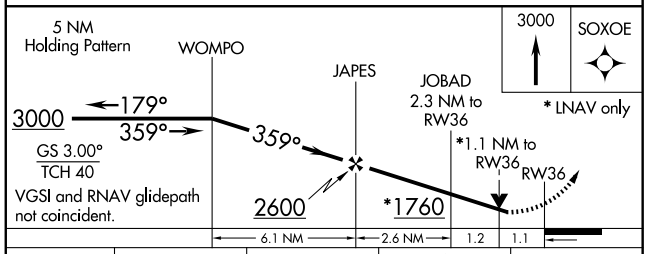
# RNAV (GPS) RWY 36
## LEE'S SUMMIT MUNI (LXT)

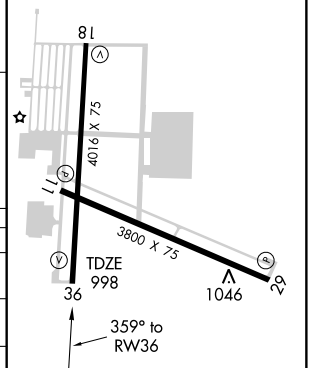
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles. B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1331-1¼ 333 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1530-2 532 (600-2) | | | NA |
| LNAV MDA | 1420-1 422 (500-1) | | 1420-1¼ 422 (500-1¼) | NA |
| CIRCLING | 1440-1 436 (500-1) | 1540-1 536 (600-1) | 1540-1½ 536 (600-1½) | NA |

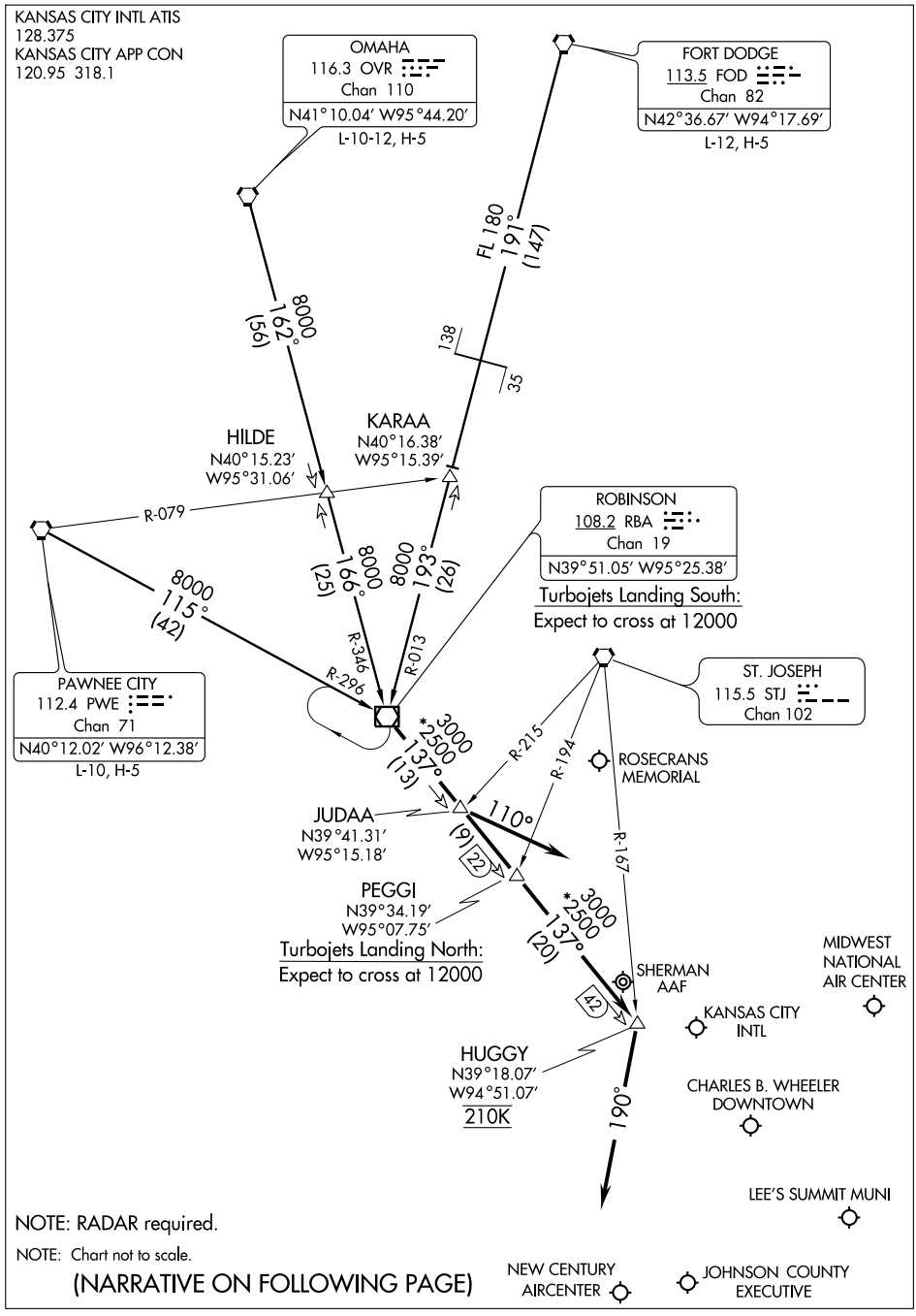
REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

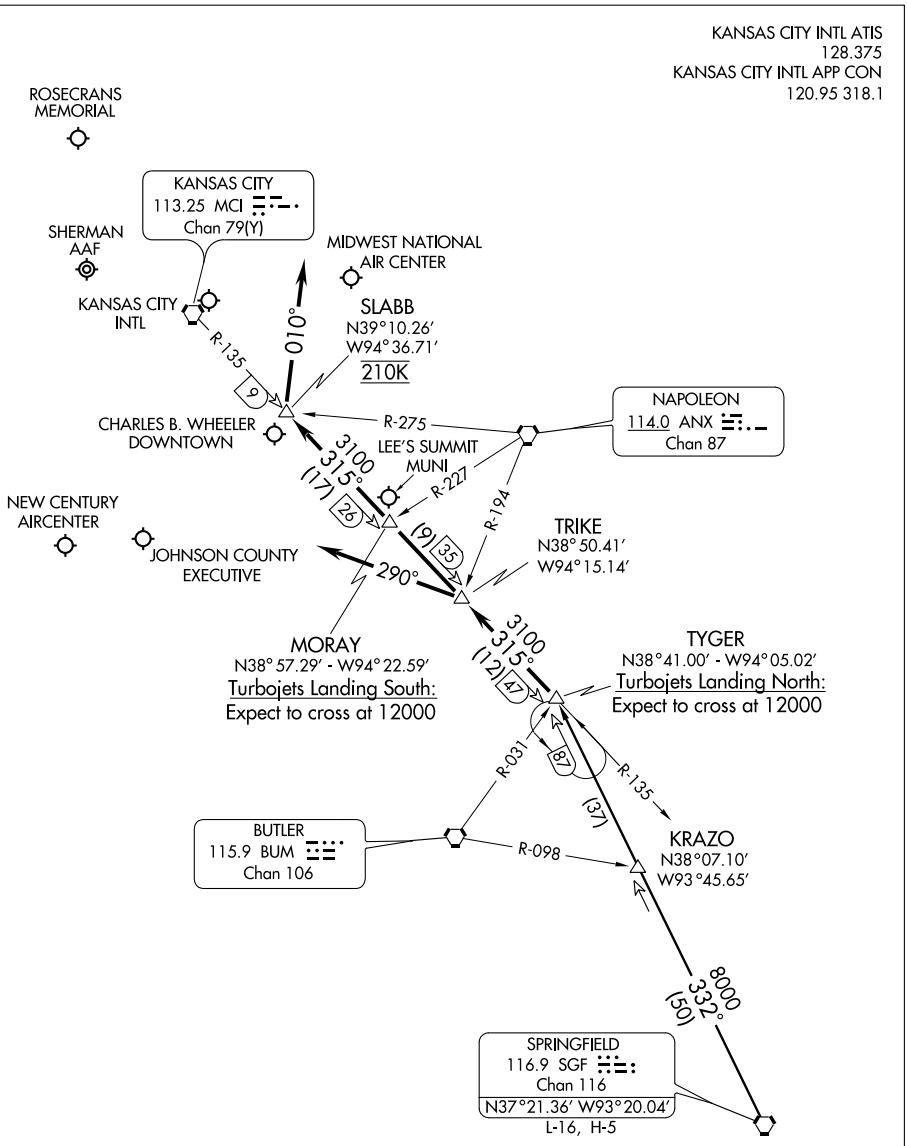
. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

| VORTAC ANX | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.0 | 229° | TDZE | N/A |
| Chan 87 | | Apt Elev | 1004 |

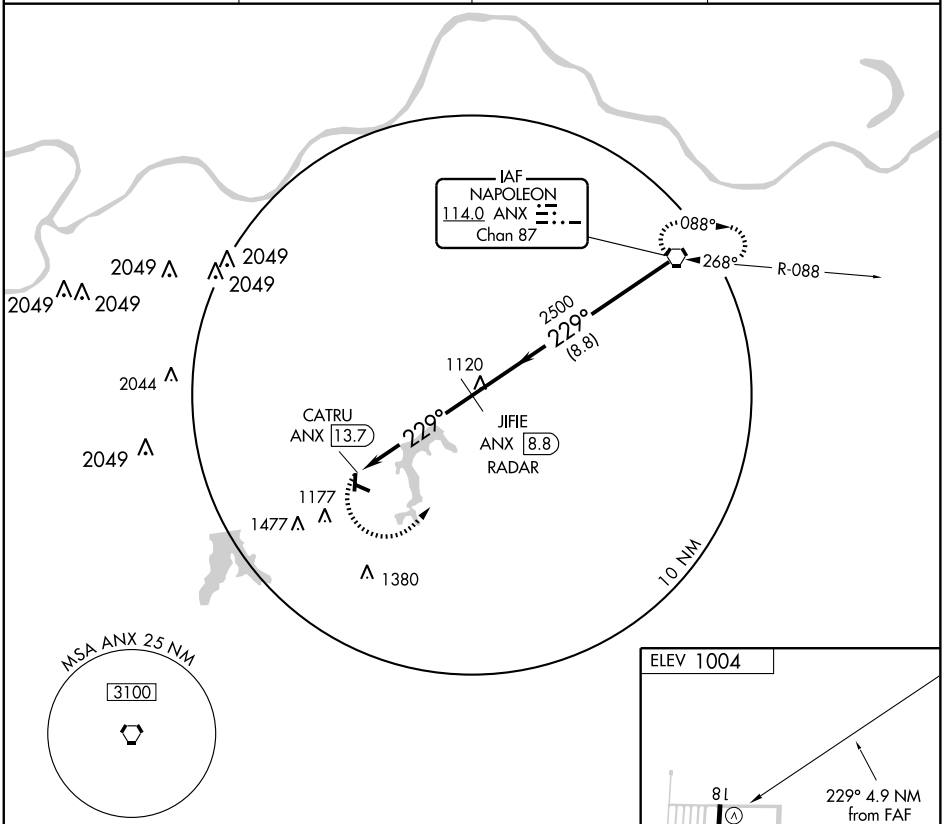
# VOR/DME-A

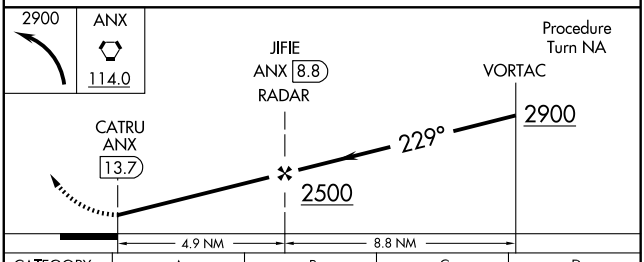
## LEE'S SUMMIT MUNI (LXT)

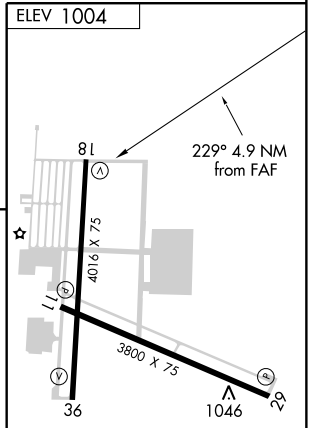
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1440-1<br>436 (500-1) | 1540-1<br>536 (600-1) | 1540-1½<br>536 (600-1½) | NA |

REIL Rwys 11, 18, 29, and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC ANX | APP CRS | Rwy Idg | 2925 |
|---|---|---|---|
| 114.0 | 227° | TDZE | 691 |
| Chan 87 | | Apt Elev | 691 |

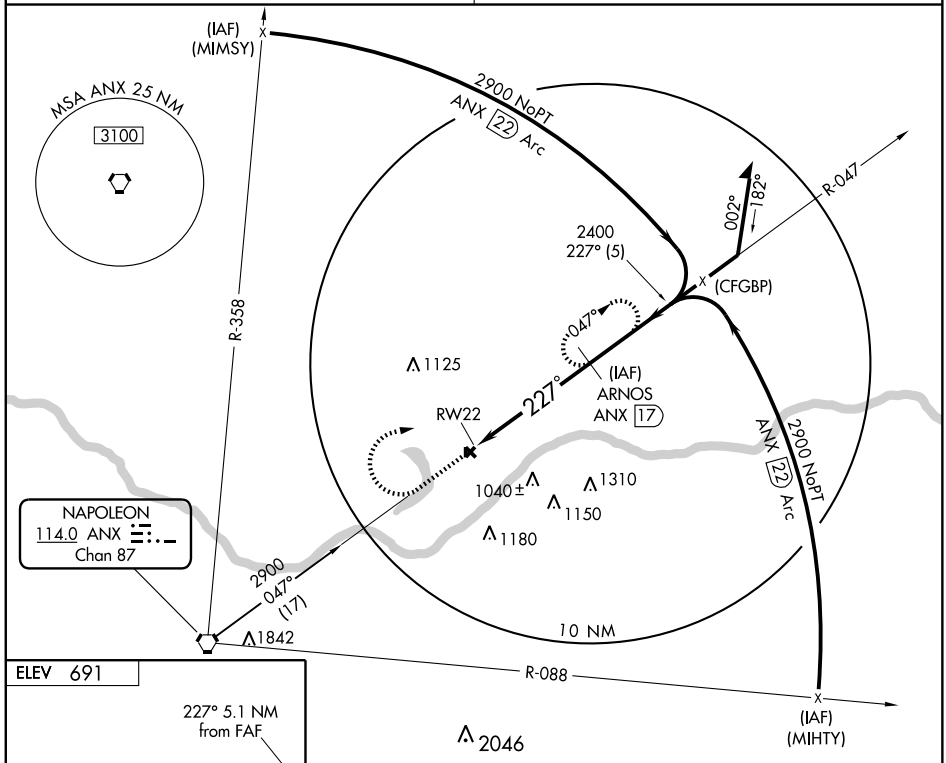
# VOR/DME or GPS RWY 22

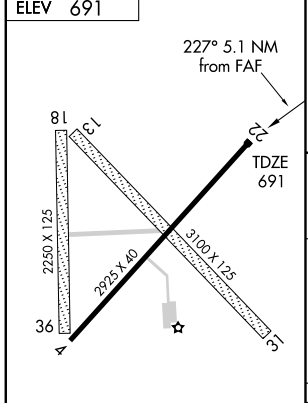
LEXINGTON MUNI (4K3)

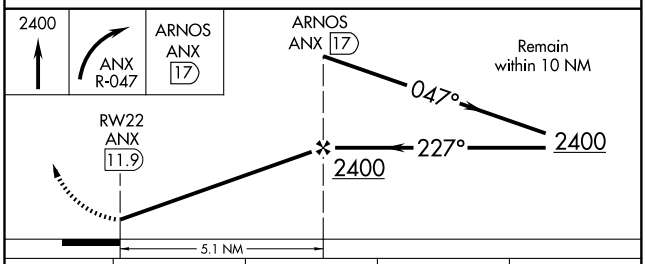
T NA — Use Charles B. Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.575 323.15 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1200-1 | 509 (600-1) | 1200-1½ 509 (600-1½) | NA |
| CIRCLING | 1240-1 | 549 (600-1) | 1240-1½ 549 (600-1½) | NA |

LIRL Rwy 4-22

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 020° | TDZE | 874 |
| | Apt Elev | 874 |

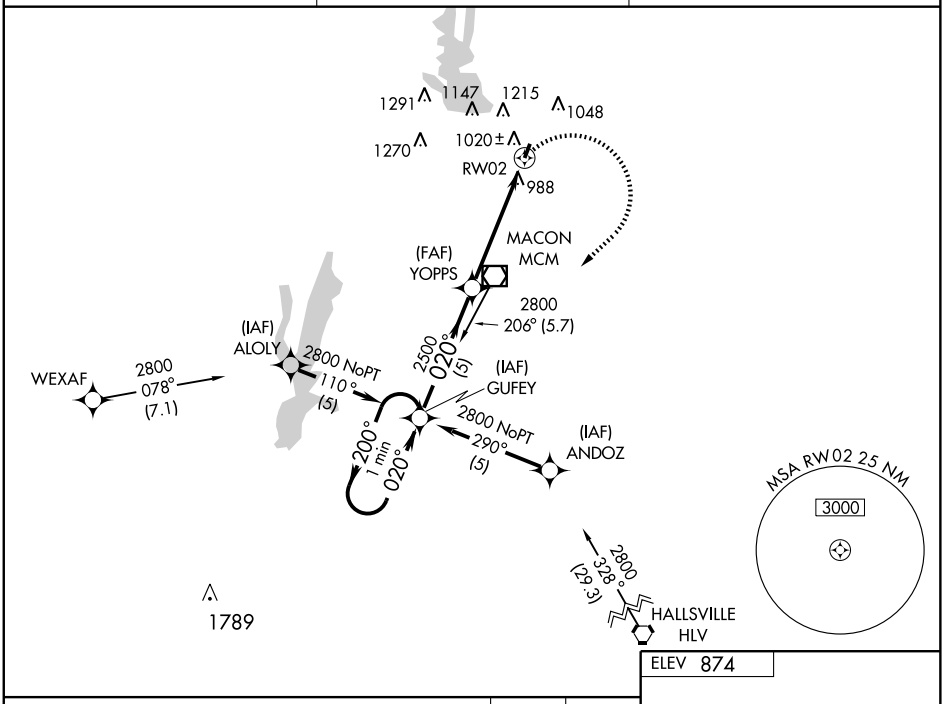
# GPS RWY 2

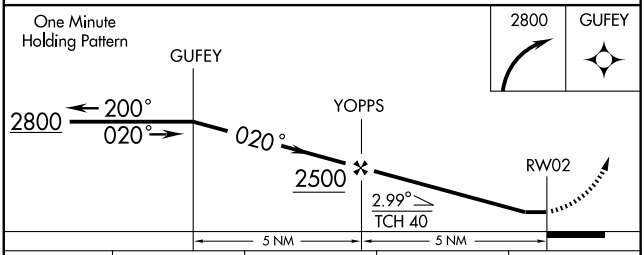
## MACON-FOWER MEMORIAL (K89)

Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.
NA

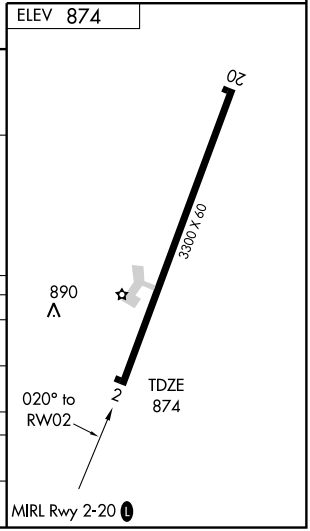
MISSED APPROACH: Climbing right turn to 2800 direct GUFEY WP and hold.

| KANSAS CITY CENTER | MOBERLY CTAF | UNICOM |
|---|---|---|
| 125.25 381.5 | 122.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1320-1 446 (500-1) | | 1320-1¼ 446 (500-1¼) | NA |
| CIRCLING | 1420-1 546 (600-1) | 1620-1¼ 746 (800-1¼) | 1620-2½ 746 (800-2½) | NA |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 1420-1 546 (600-1) | | 1420-1½ 546 (600-1½) | NA |
| CIRCLING | 1520-1 646 (700-1) | 1700-1¼ 826 (900-1¼) | 1700-2¼ 826 (900-2¼) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME MCM | APP CRS | Rwy Idg | 3300 |
|---|---|---|---|
| 112.9 | 189° | TDZE | 874 |
| Chan 76 | | Apt Elev | 874 |

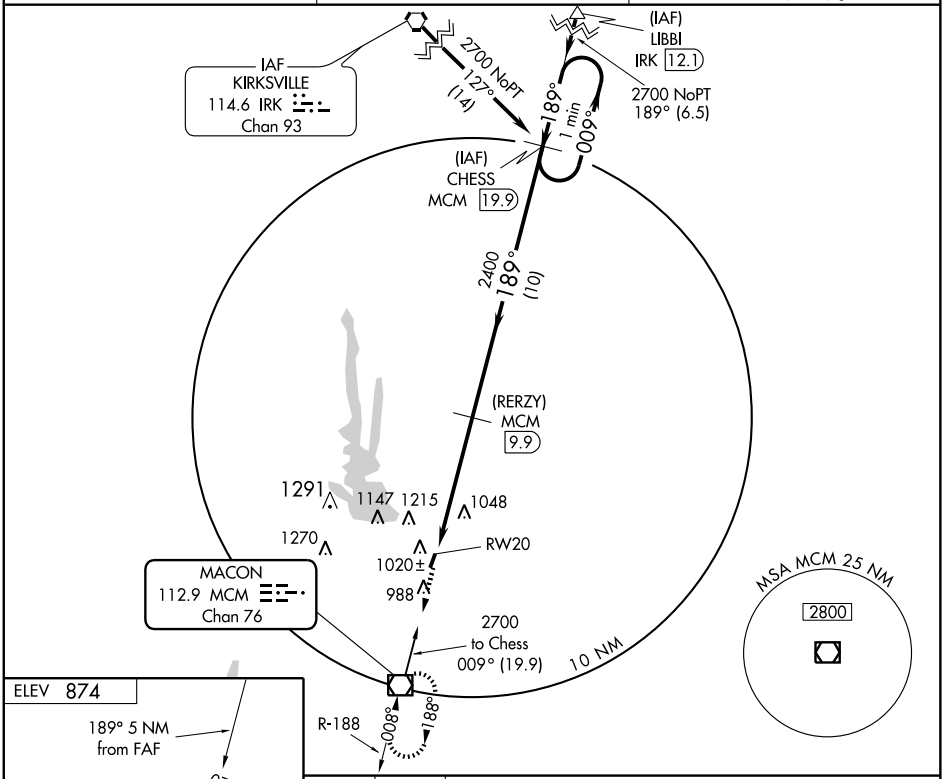
# VOR/DME or GPS RWY 20

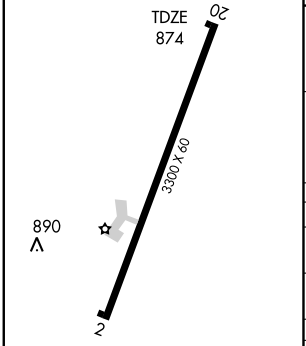
MACON-FOWER MEMORIAL (K89)

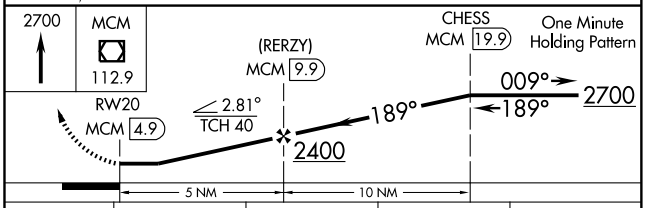
NA Obtain Moberly altimeter setting CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climb to 2700 direct to MCM VOR/DME and hold.

| KANSAS CITY CENTER | MOBERLY CTAF | UNICOM |
|---|---|---|
| 125.25 381.5 | 122.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1560-1 686 (700-1) | | 1560-2 686 (700-2) | NA |
| CIRCLING | 1560-1 686 (700-1) | 1620-1¼ 786 (800-1¼) | 1620-2¼ 746 (800-2¼) | NA |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 1660-1 786 (800-1) | 1660-1¼ 786 (800-1¼) | 1660-2¼ 786 (800-2¼) | NA |
| CIRCLING | 1660-1 786 (800-1) | 1700-1¼ 826 (900-1¼) | 1700-2½ 826 (900-2½) | NA |

MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME MCM | APP CRS | Rwy Idg | 3300 |
|---|---|---|---|
| 112.9 | 008° | TDZE | 874 |
| Chan 76 | | Apt Elev | 874 |

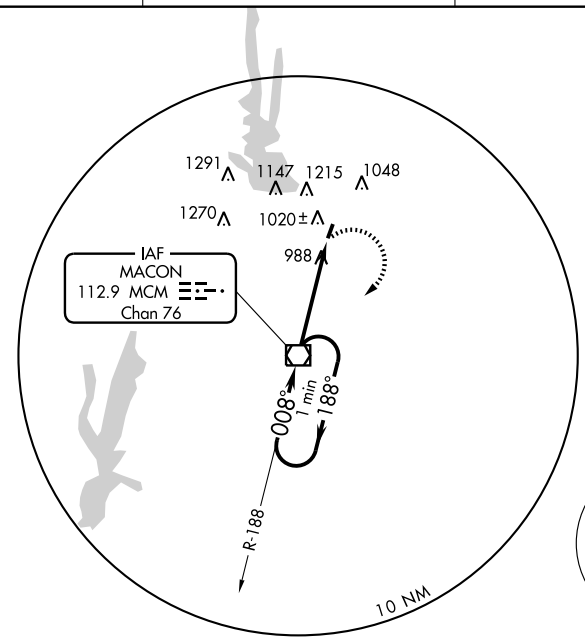
# VOR RWY 2

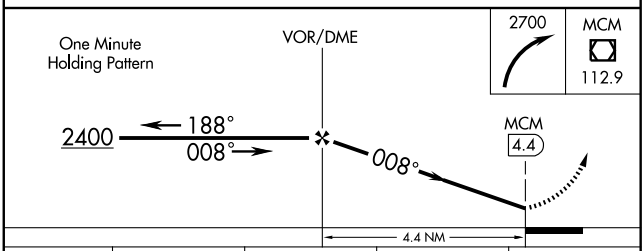
## MACON-FOWER MEMORIAL (K89)

NA Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

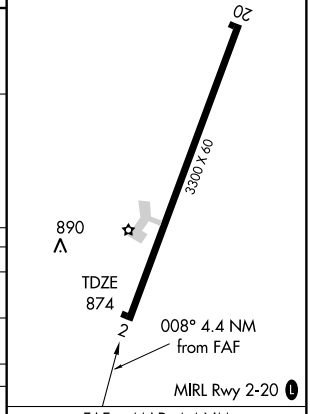
MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

| KANSAS CITY CENTER | MOBERLY CTAF | UNICOM |
|---|---|---|
| 125.25 381.5 | 122.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1320-1 446 (500-1) | | 1320-1¼ 446 (500-1¼) | NA |
| CIRCLING | 1420-1 546 (600-1) | 1620-1¼ 746 (800-1¼) | 1620-2½ 746 (800-2½) | NA |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 1420-1 546 (600-1) | | 1420-1½ 546 (600-1½) | NA |
| CIRCLING | 1520-1 646 (700-1) | 1700-1¼ 826 (900-1¼) | 1700-2½ 826 (900-2½) | NA |




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NC-3, 08 APR 2010 to 06 MAY 2010

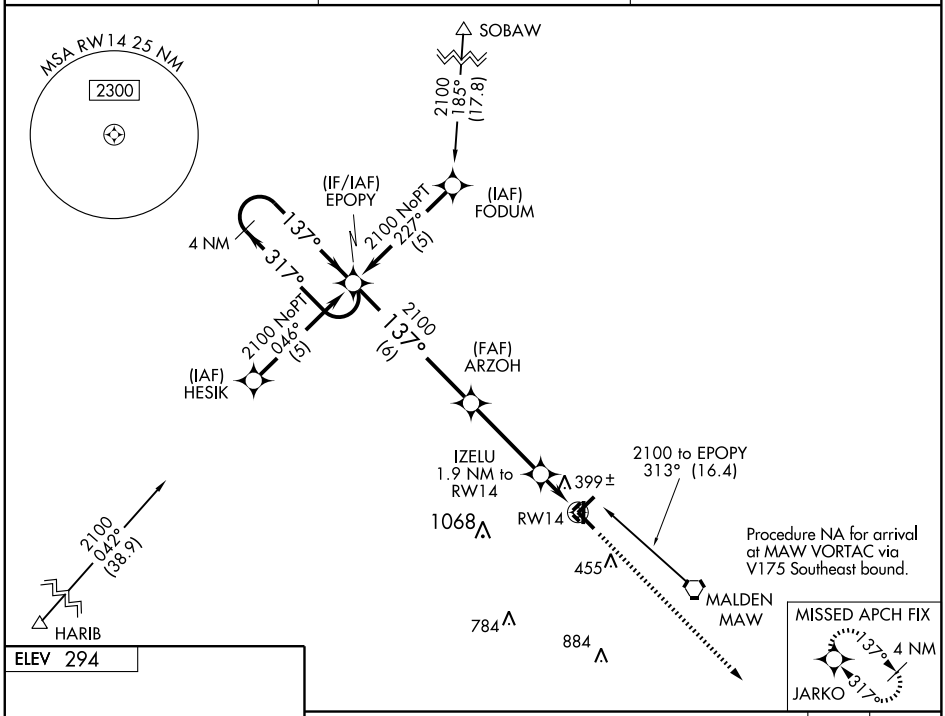
| WAAS CH 61315 W14A | APP CRS 137° | Rwy ldg 4999 TDZE 292 Apt Elev 294 |
|---|---|---|

# RNAV (GPS) RWY 14
## MALDEN RGNL (MAW)

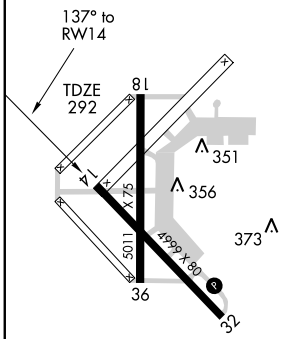
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2100 direct JARKO and hold.

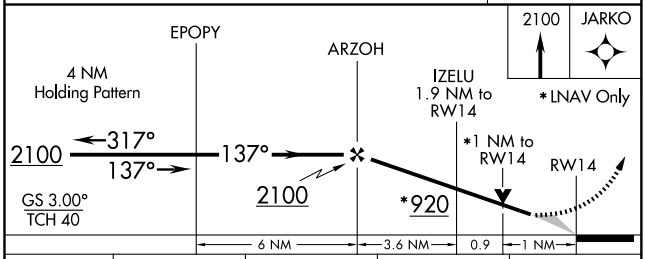
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




ELEV 294




REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 542-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 698-1½ 406 (500-1½) | | | NA |
| LNAV MDA | 660-1 368 (400-1) | | | NA |
| CIRCLING | 720-1 426 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

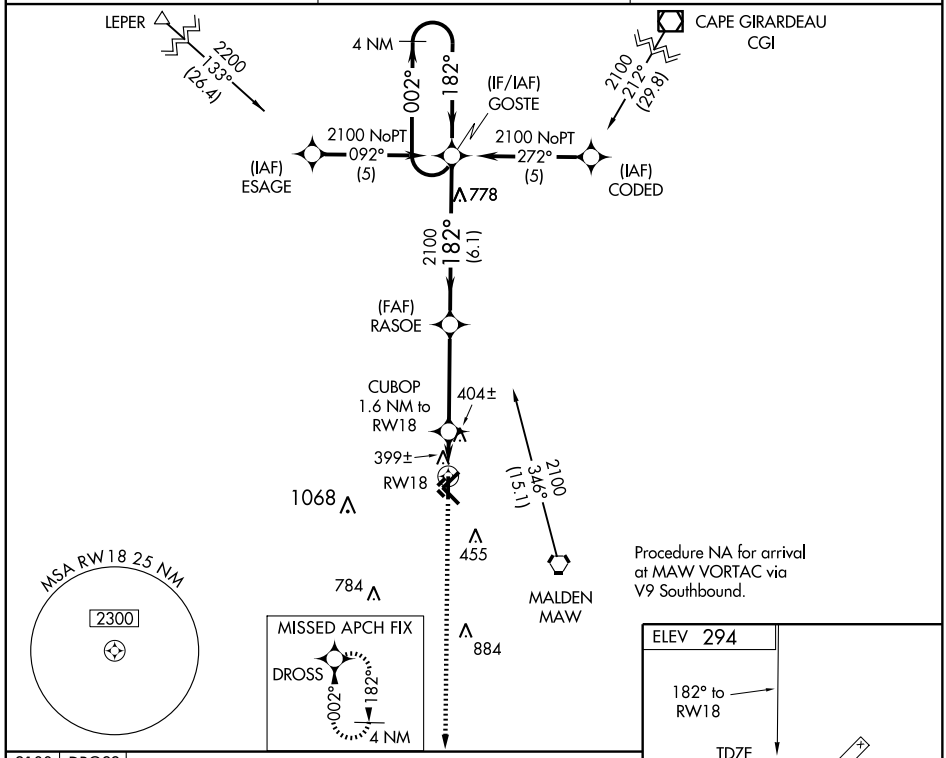
| WAAS CH 78315 W18A | APP CRS 182° | Rwy Idg 5011 TDZE 294 Apt Elev 294 |
|---|---|---|

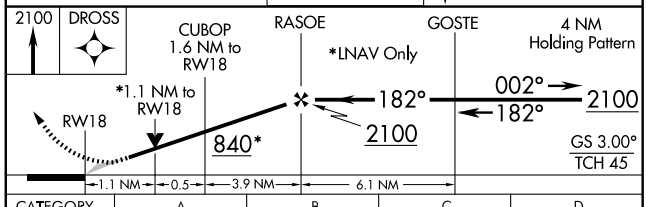
# RNAV (GPS) RWY 18
MALDEN RGNL (MAW)

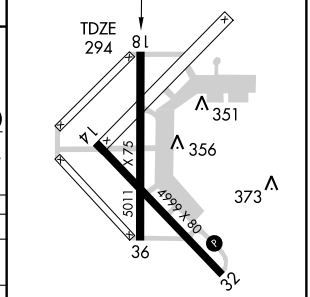
NA DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct DROSS and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 544-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 669-1¼ 375 (400-1¼) | | | NA |
| LNAV MDA | 680-1 386 (400-1) | | | NA |
| CIRCLING | 720-1 426 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 40410 W32A | APP CRS 317° | Rwy Idg 4999<br>TDZE 292<br>Apt Elev 294 |
|---|---|---|

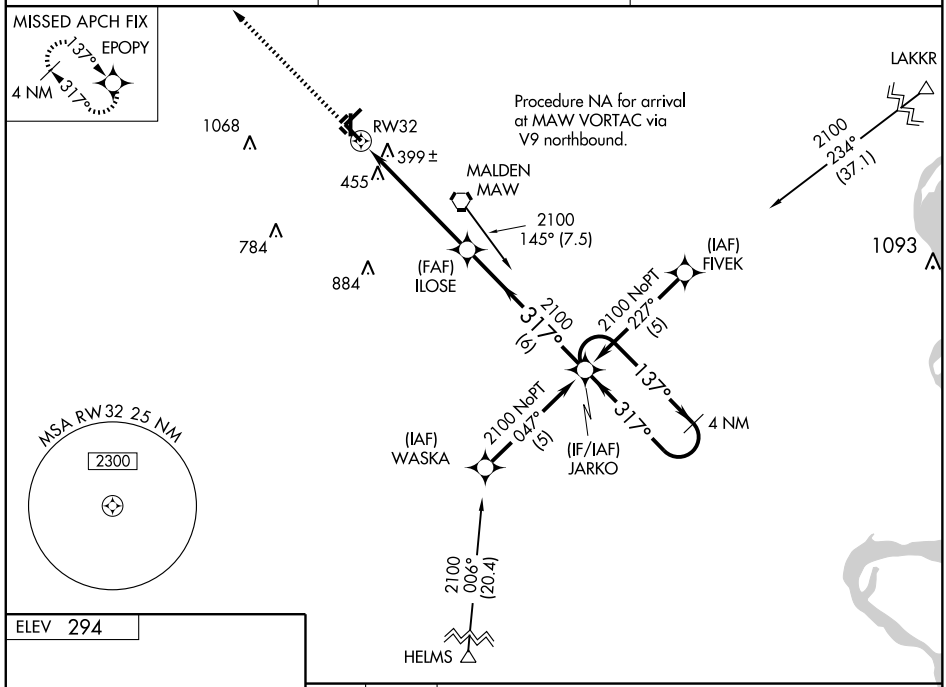
# RNAV (GPS) RWY 32
MALDEN RGNL (MAW)

DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

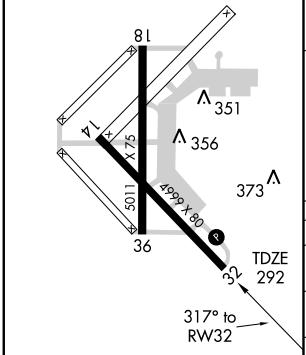
NA

MISSED APPROACH: Climb to 2100 direct EPOPY and hold.

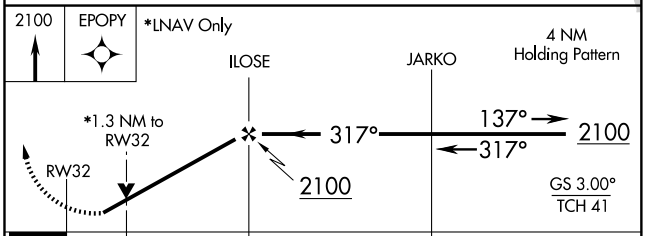
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




ELEV 294




REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-1 289 (300-1) | | | NA |
| LNAV/VNAV DA | 698-1½ 406 (500-1½) | | | NA |
| LNAV MDA | 740-1 448 (500-1) | | 740-1¼ 448 (500-1¼) | NA |
| CIRCLING | 740-1 446 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5011 |
|---|---|---|---|
| CH 93815 | 002° | TDZE | 293 |
| W36A | | Apt Elev | 294 |

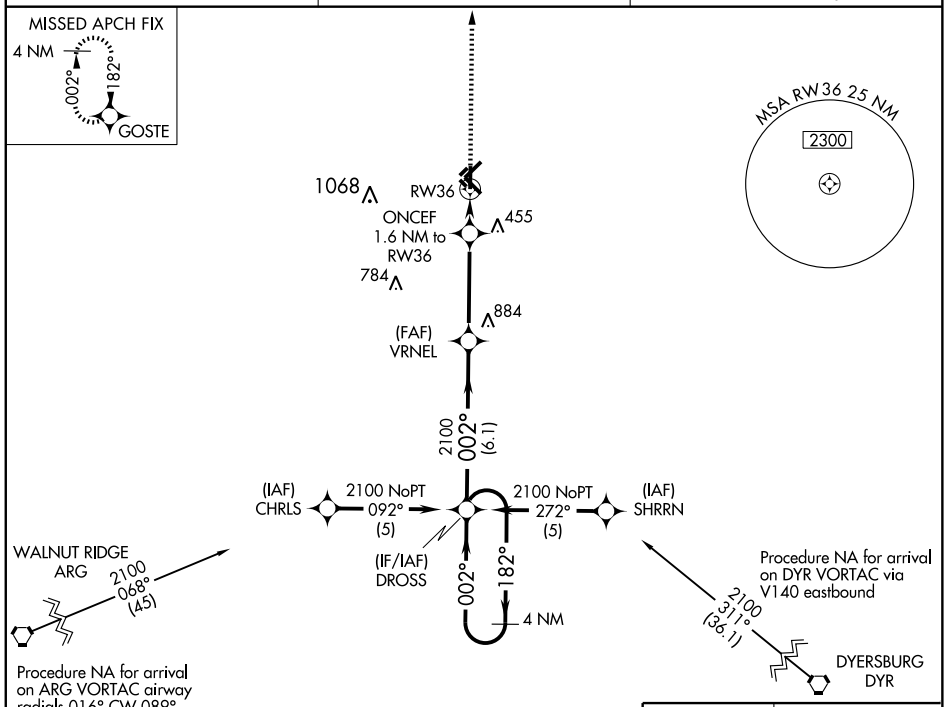
# RNAV (GPS) RWY 36
## MALDEN RGNL (MAW)

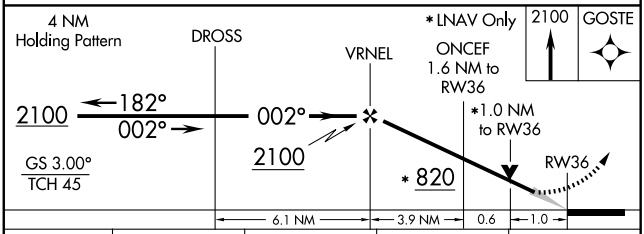
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

NA

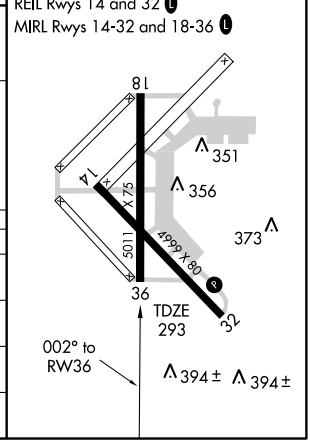
MISSED APPROACH: Climb to 2100 direct GOSTE and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 543-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 698-1½ 405 (500-1½) | | | NA |
| LNAV MDA | 660-1 367 (400-1) | | | NA |
| CIRCLING | 720-1 426 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010

# VOR/DME RWY 14

MALDEN RGNL (MAW)

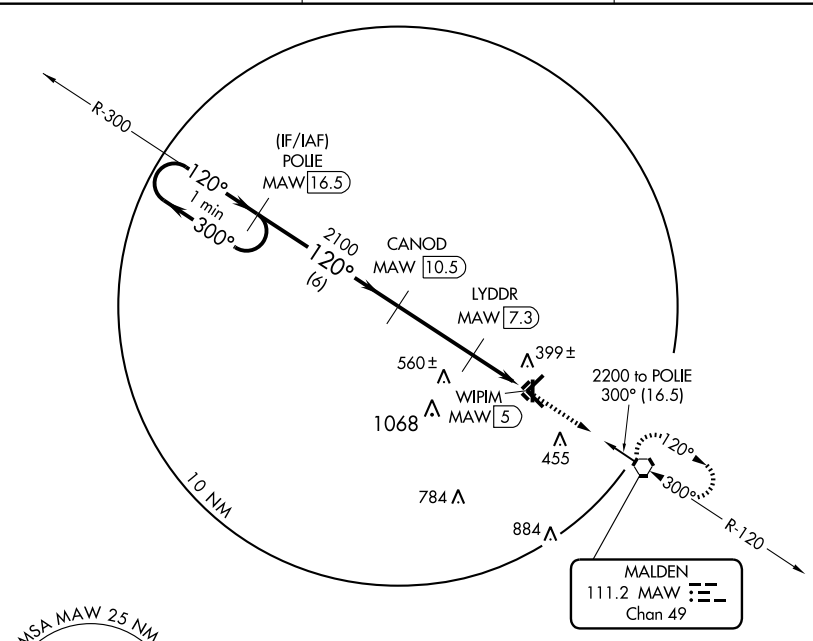
| VORTAC MAW | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| 111.2 | 120° | TDZE | 292 |
| Chan 49 | | Apt Elev | 294 |

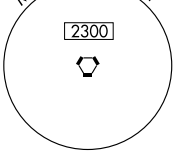
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.

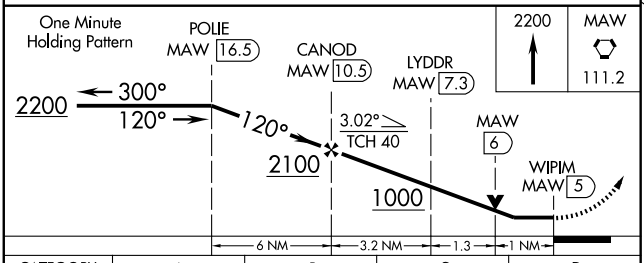
NA

MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

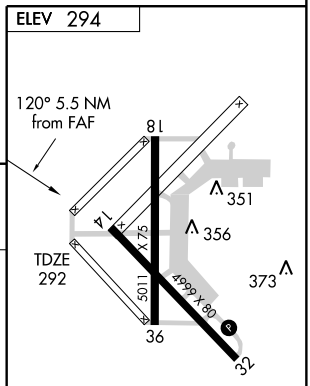
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 660-1 368 (400-1) | | | NA |
| CIRCLING | 720-1 426 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |




REIL Rwys 13 and 31 L
MIRL Rwys 13-31 and 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

# VOR RWY 32

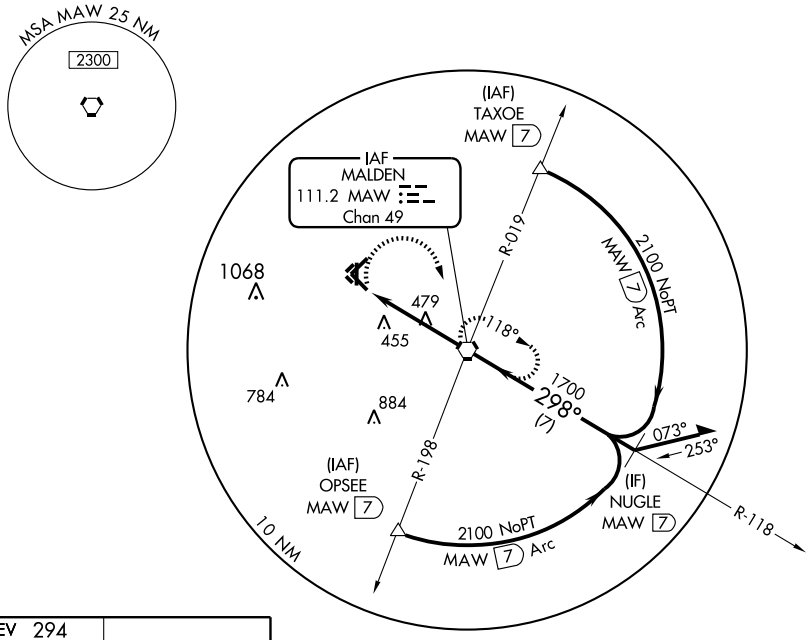
MALDEN RGNL (MAW)

| VORTAC MAW | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| 111.2 | 298° | TDZE | 292 |
| Chan 49 | | Apt Elev | 294 |

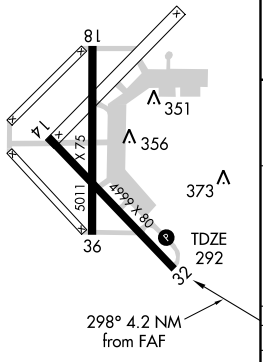
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

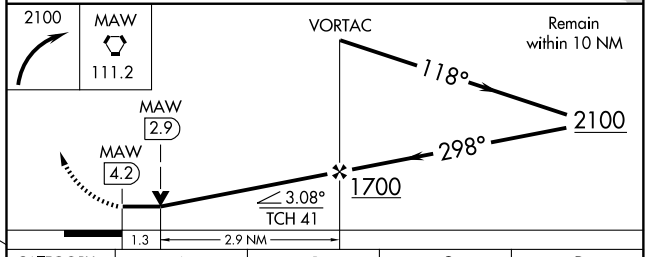
MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




ELEV 294
REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 740-1 448 (500-1) | | 740-1¼ 448 (500-1¼) | NA |
| CIRCLING | 740-1 446 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB PUR | APP CRS | Rwy Idg | 4712 |
|---|---|---|---|
| 371 | 352° | TDZE | 779 |
| | | Apt Elev | 779 |

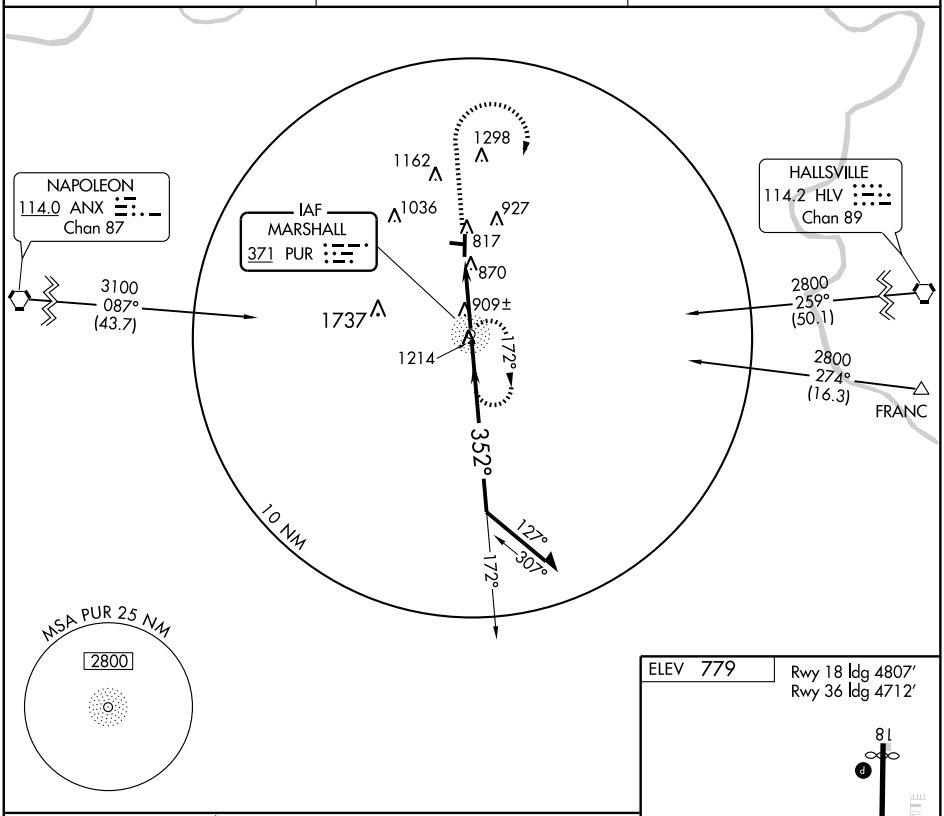
# NDB RWY 36

## MARSHALL MEMORIAL MUNI (MHL)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

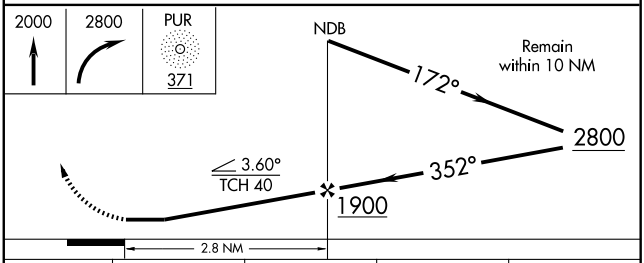
MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

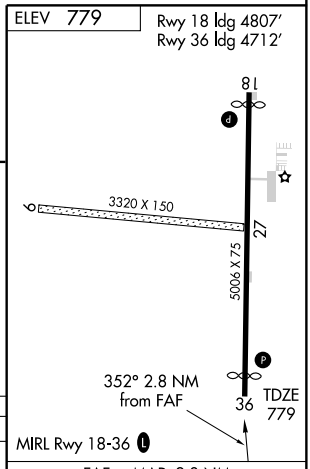
| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 127.45 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1220-1 441 (500-1) | | 1220-1¼ 441 (500-1¼) | NA |
| CIRCLING | 1240-1 461 (500-1) | | 1240-1½ 461 (500-1½) | NA |

FAF to MAP 2.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:48 | 1:52 | 1:24 | 1:07 | 0:56 |

NC-3. 08 APR 2010 to 06 MAY 2010

MARSHALL, MISSOURI

AL-6689 (FAA)

| APP CRS | Rwy Idg | 4807 |
|---|---|---|
| 178° | TDZE | 779 |
| | Apt Elev | 779 |

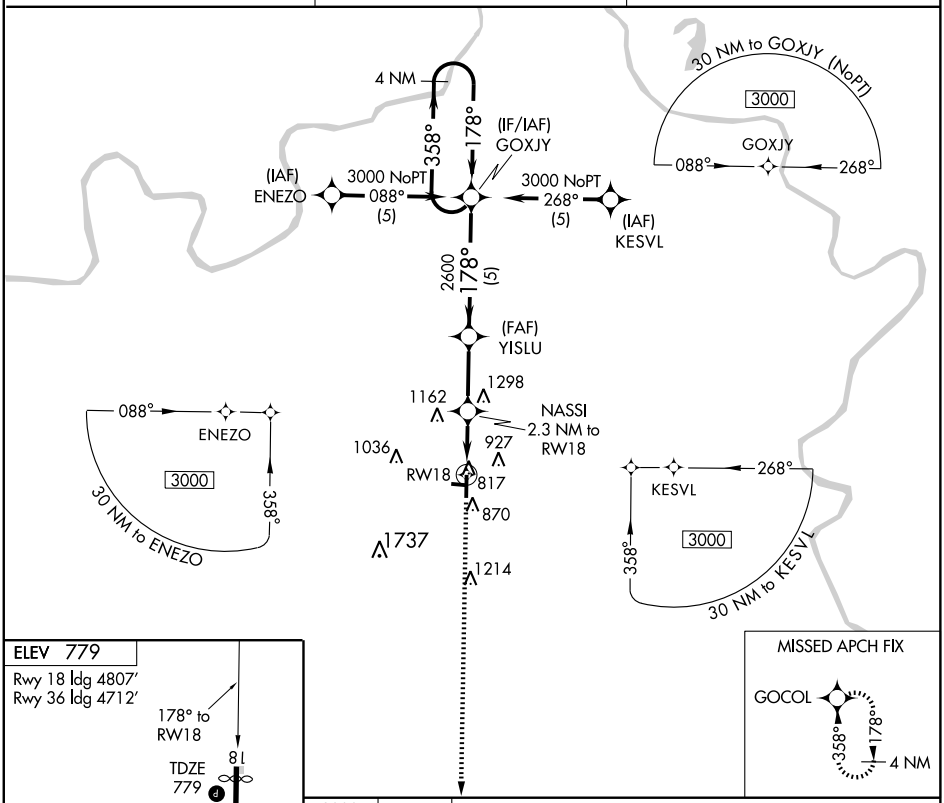
# RNAV (GPS) RWY 18

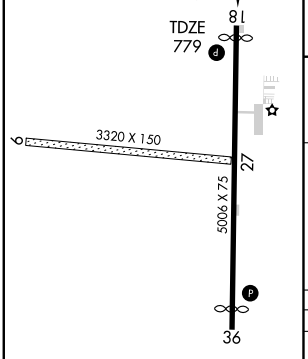
## MARSHALL MEMORIAL MUNI (MHL)

DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct GOCOL and hold.

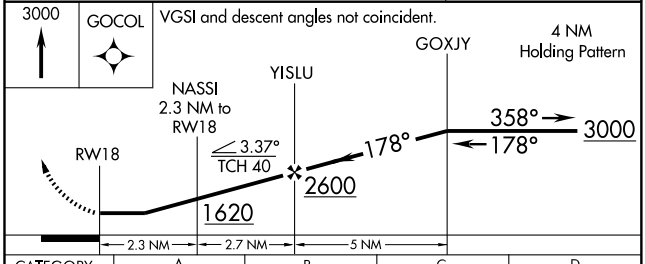
| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 127.45 | 122.8 (CTAF) L |




MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 | 581 (600-1) | NA | |
| CIRCLING | 1360-1 | 581 (600-1) | NA | |

NC-3, 08 APR 2010 to 06 MAY 2010

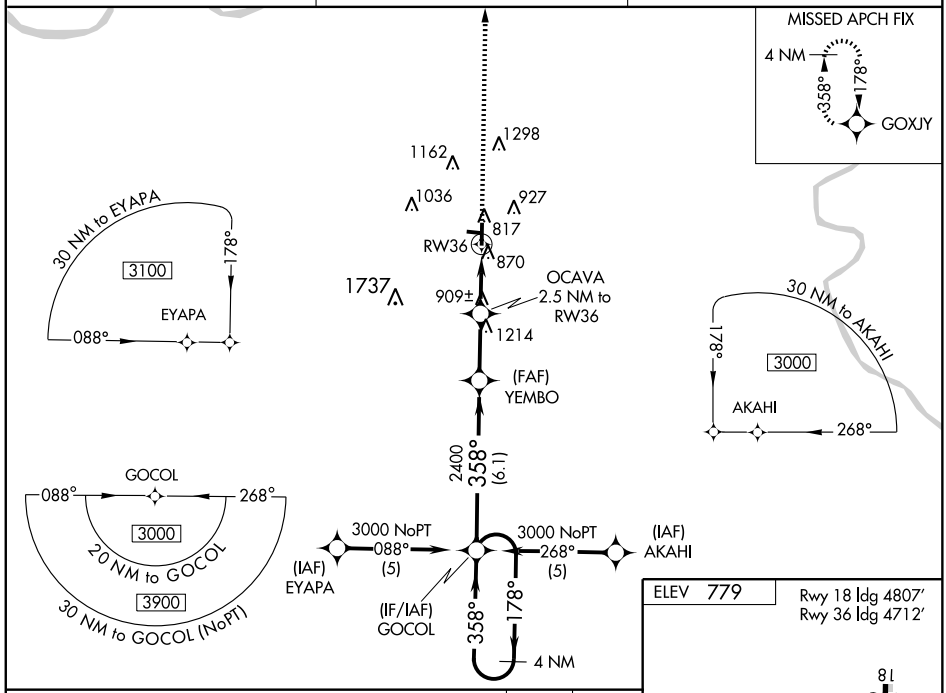
| WAAS | APP CRS | Rwy Idg | 4712 |
|---|---|---|---|
| CH 93907 | 358° | TDZE | 779 |
| W36A | | Apt Elev | 779 |

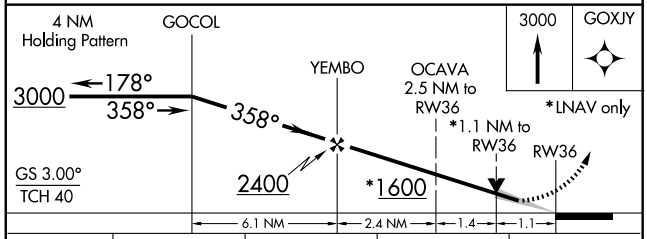
# RNAV (GPS) RWY 36
## MARSHALL MEMORIAL MUNI (MHL)

Baro-VNAV NA when using Sedalia Memorial altimeter setting.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. VDP NA when using Sedalia Memorial altimeter setting. When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

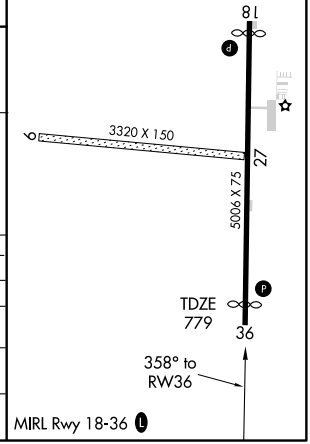
MISSED APPROACH: Climb to 3000 direct GOXJY and hold.

| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 127.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1029-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1181-1½ 402 (500-1½) | | | NA |
| LNAV MDA | 1180-1 401 (500-1) | | 1180-1¼ 401 (500-1¼) | NA |
| CIRCLING | 1240-1 461 (500-1) | | 1240-1½ 461 (500-1½) | NA |




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| WAAS CH 72807 W14A | APP CRS 143° | Rwy Idg 4600<br>TDZE 1142<br>Apt Elev 1145 |
|---|---|---|

# RNAV (GPS) RWY 14

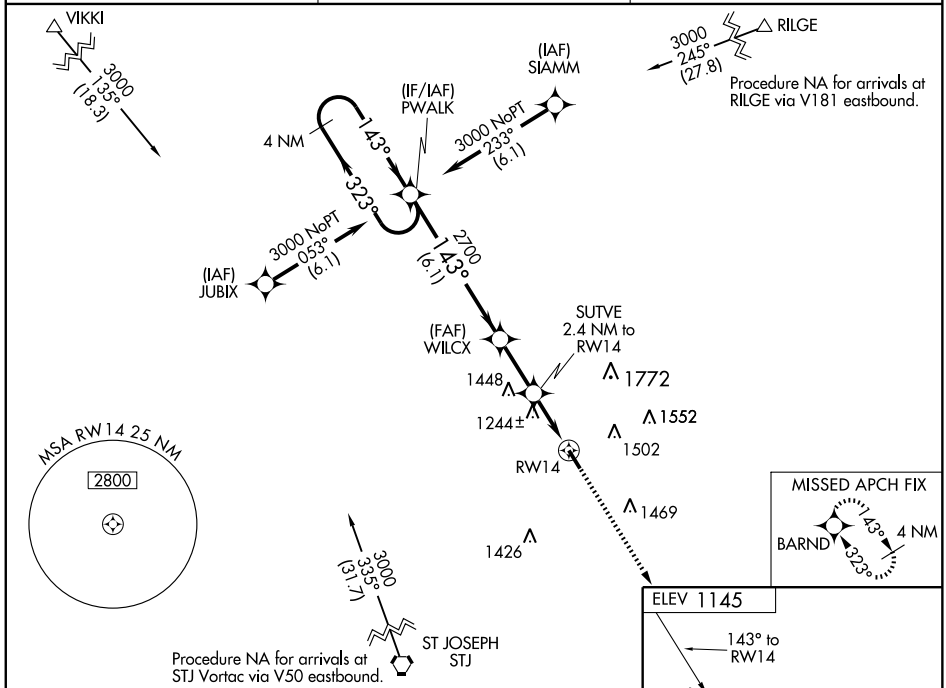
MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

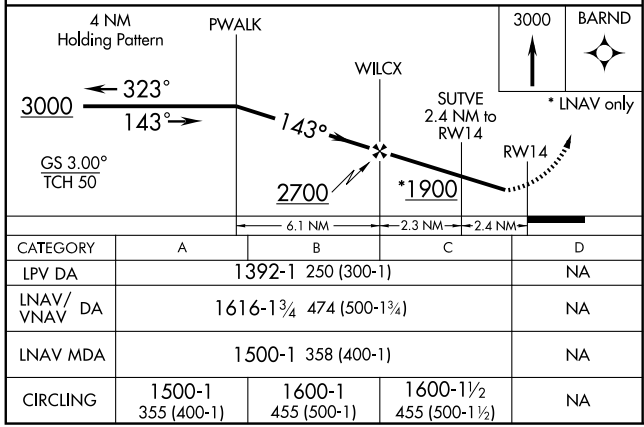
T
A NA

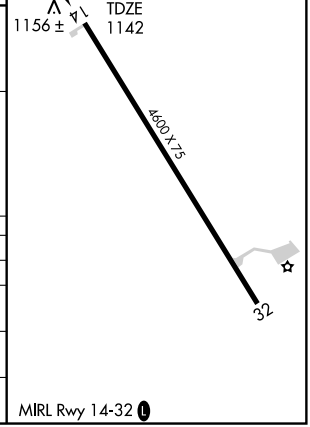
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA East of runway 18-36.

MISSED APPROACH: Climb to 3000 direct BARND and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 119.6 290.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1392-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1616-1¾ 474 (500-1¾) | | | NA |
| LNAV MDA | 1500-1 358 (400-1) | | | NA |
| CIRCLING | 1500-1 355 (400-1) | 1600-1 455 (500-1) | 1600-1½ 455 (500-1½) | NA |

MIRL Rwy 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4600 |
|---|---|---|
| 323° | TDZE | 1145 |
| | Apt Elev | 1145 |

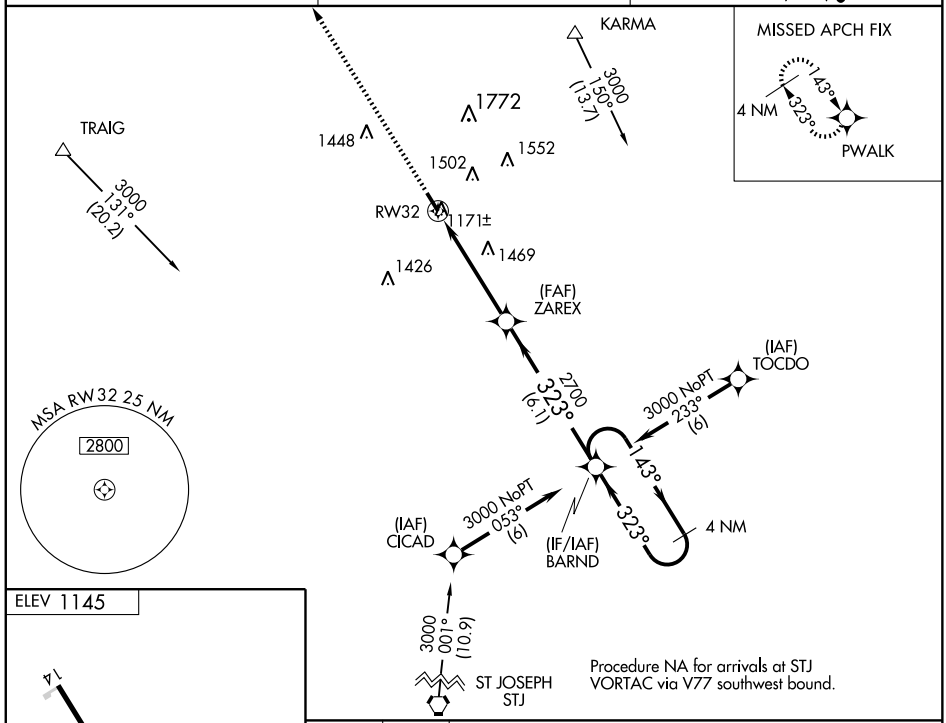
# RNAV (GPS) RWY 32

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

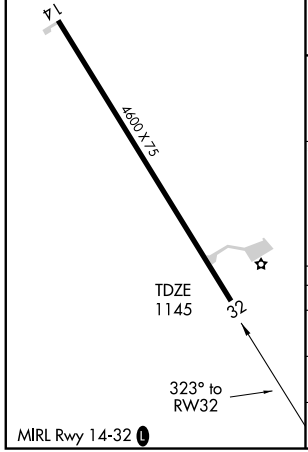
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joesph altimeter setting. Circling NA east of Rwy 18-36.

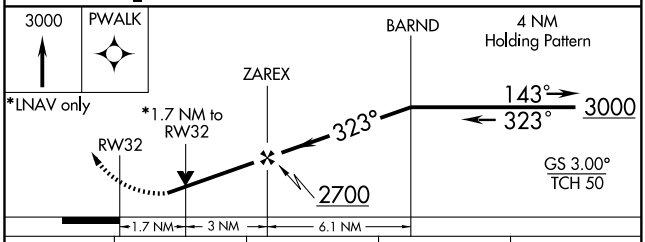
MISSED APPROACH: Climb to 3000 direct PWALK and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 119.6 290.4 | 122.8 (CTAF) L |




Procedure NA for arrivals at STJ VORTAC via V77 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1615-1¾ 470 (500-1¾) | | | NA |
| LNAV MDA | 1720-1 575 (600-1) | | 1720-1½ 575 (600-1½) | NA |
| CIRCLING | 1720-1 575 (600-1) | | 1720-1½ 575 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

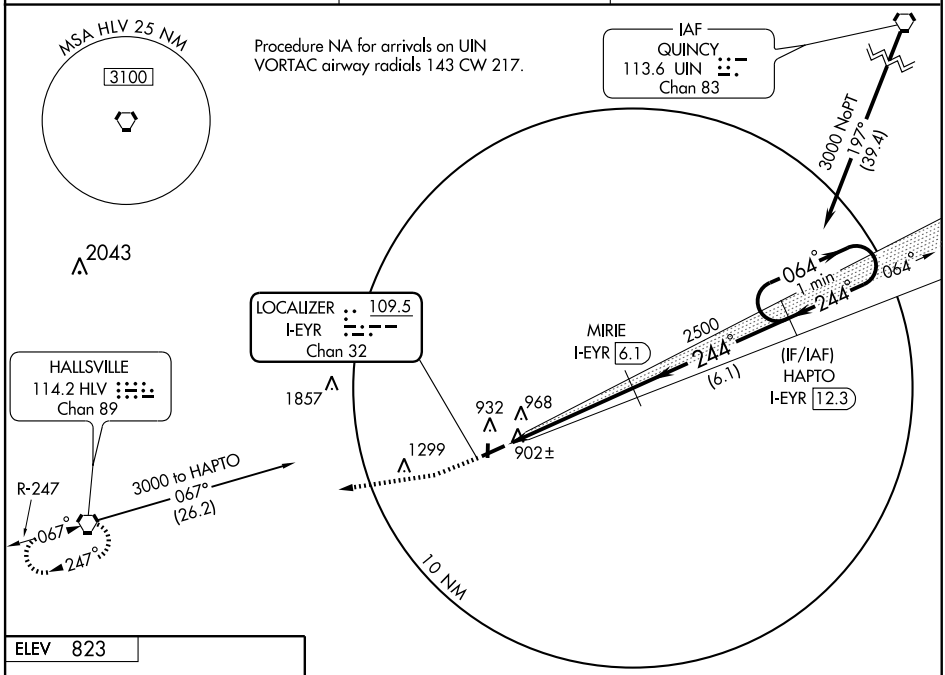
# LOC/DME RWY 24

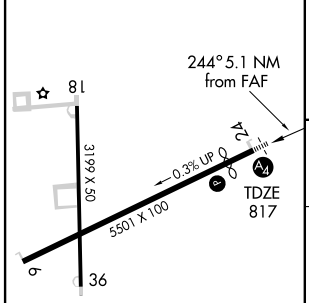
MEXICO MEMORIAL (MYJ)

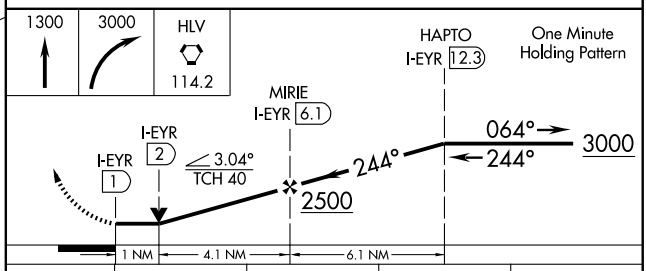
| LOC/DME I-EYR | APP CRS | Rwy Idg | 5130 |
|---|---|---|---|
| 109.5 | 244° | TDZE | 817 |
| Chan 32 | | Apt Elev | 823 |

| | | |
|---|---|---|
| If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting. Inoperative table does not apply. | MALS | MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold. |

| AWOS-3 | MIZZU APP CON | CTAF |
|---|---|---|
| 120.575 | 124.375 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1160-1 343 (400-1) | | | NA |
| CIRCLING | 1280-1 457 (500-1) | | 1280-1½ 457 (500-1½) | NA |

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5501 |
|---|---|---|
| 064° | TDZE | 823 |
| | Apt Elev | 823 |

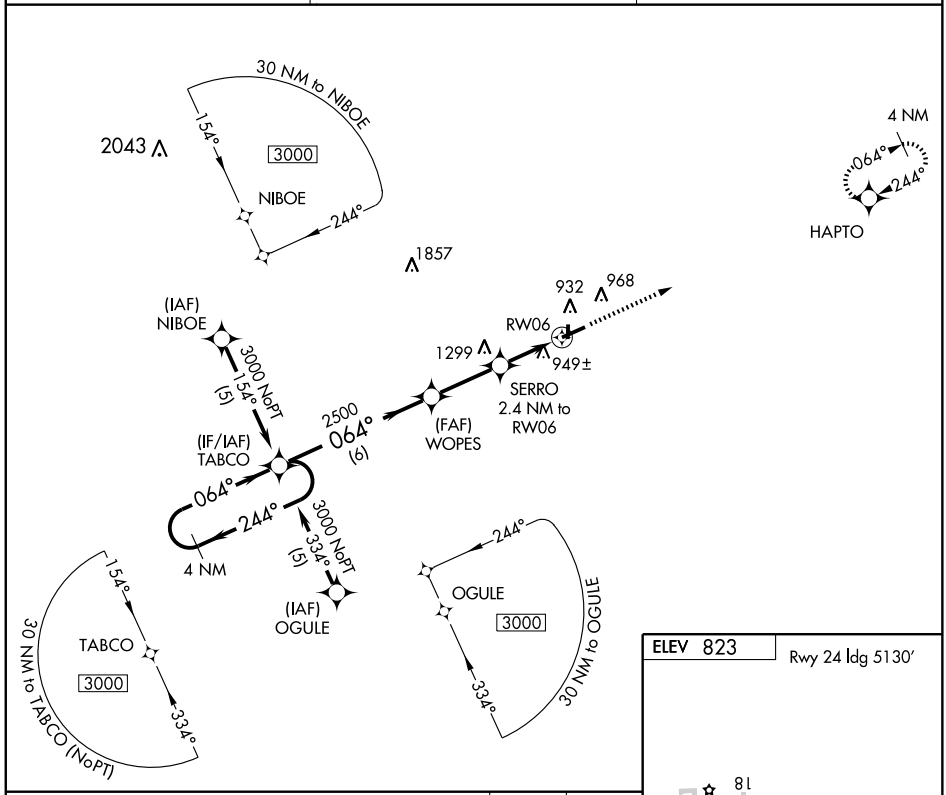
# RNAV (GPS) RWY 6

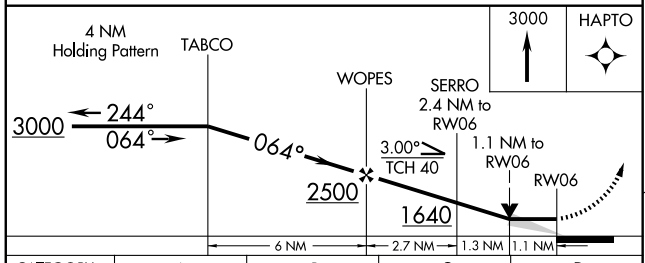
MEXICO MEMORIAL (MYJ)

T
ANA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

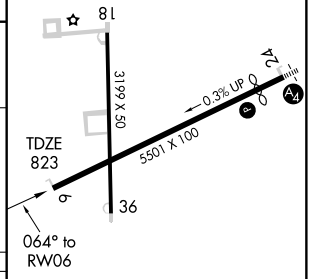
MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.

| AWOS-3 | MIZZU APP CON | CTAF |
|---|---|---|
| 120.575 | 124.375 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 377 (400-1) | | | NA |
| CIRCLING | 1280-1 457 (500-1) | | 1280-1½ 457 (500-1½) | NA |




REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 24

MEXICO MEMORIAL (MYJ)

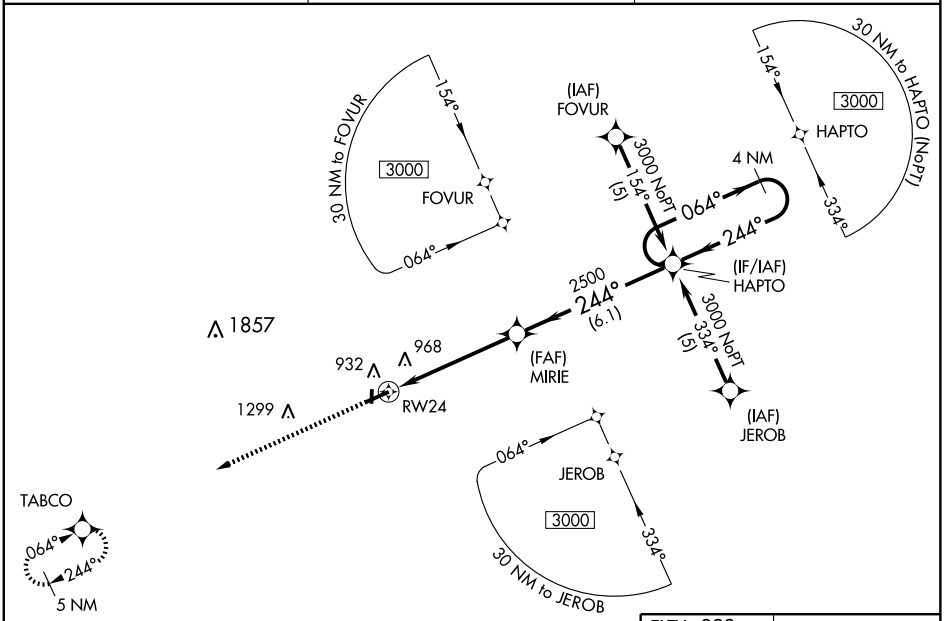
| WAAS | APP CRS | Rwy Idg | 5130 |
|---|---|---|---|
| Chan 56213 | 244° | TDZE | 817 |
| W24A | | Apt Elev | 823 |

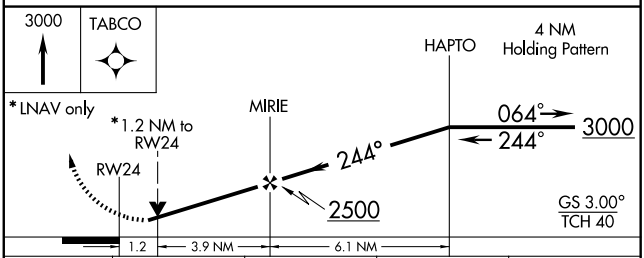
▼ NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALS

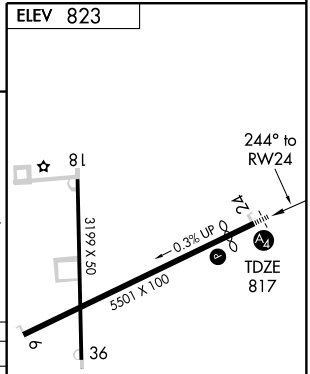
MISSED APPROACH: Climb to 3000 direct TABCO and hold.

| AWOS-3 | MIZZU APP CON | CTAF |
|---|---|---|
| 120.575 | 124.375 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1126-1 309 (400-1) | | | NA |
| LNAV/VNAV DA | 1278-1¾ 461 (500-1¾) | | | NA |
| LNAV MDA | 1220-1 403 (400-1) | | 1220-1¼ 403 (400-1¼) | NA |
| CIRCLING | 1280-1 457 (500-1) | | 1220-1½ 403 (400-1½) | NA |




REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 08 APR 2010 to 06 MAY 2010

| VORTAC HLV | APP CRS | Rwy Idg | 5130 |
|---|---|---|---|
| 114.2 | 253° | TDZE | 817 |
| Chan 89 | | Apt Elev | 823 |

# VOR/DME RWY 24

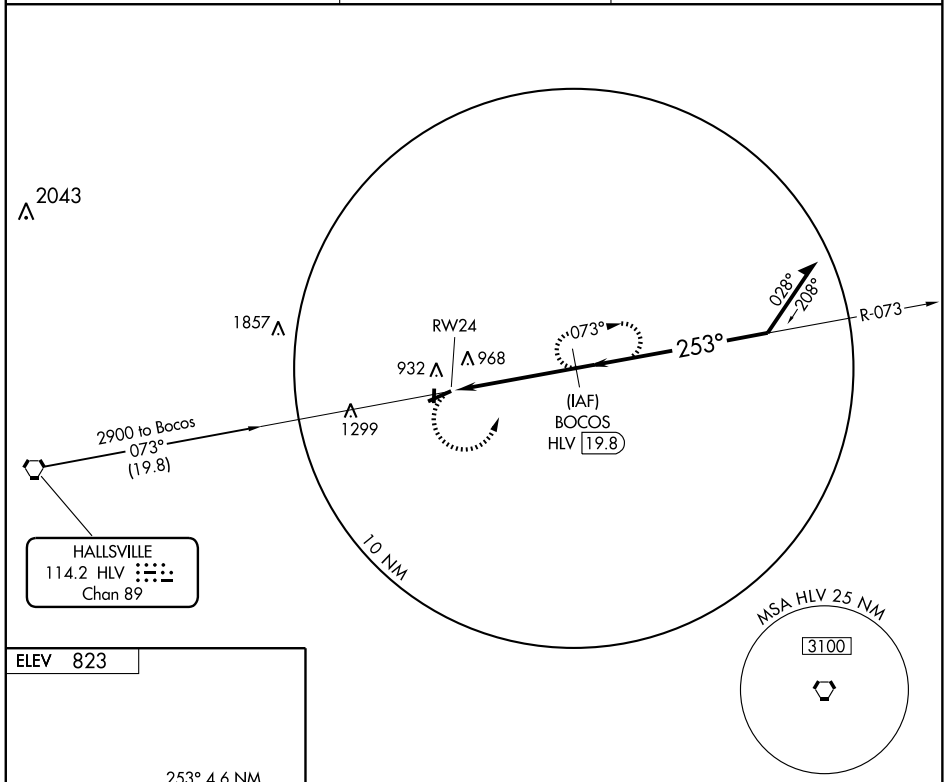
MEXICO MEMORIAL (MYJ)

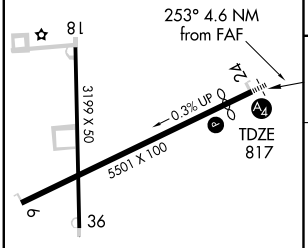
T NA — If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

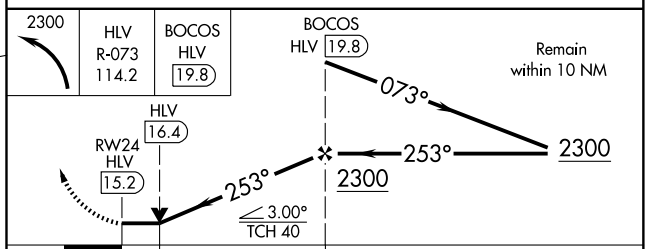
MALS

MISSED APPROACH: Climbing left turn to 2300 via HLV R-073 to BOCOS 19.8 DME and hold.

| AWOS-3 | MIZZU APP CON | CTAF |
|---|---|---|
| 120.575 | 124.375 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1220-1 | 403 (400-1) | 1220-1¼ 403 (400-1¼) | NA |
| CIRCLING | 1280-1 | 457 (500-1) | 1280-1½ 457 (500-1½) | NA |

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME MCM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.9 | 162° | TDZE | N/A |
| Chan 76 | | Apt Elev | 867 |

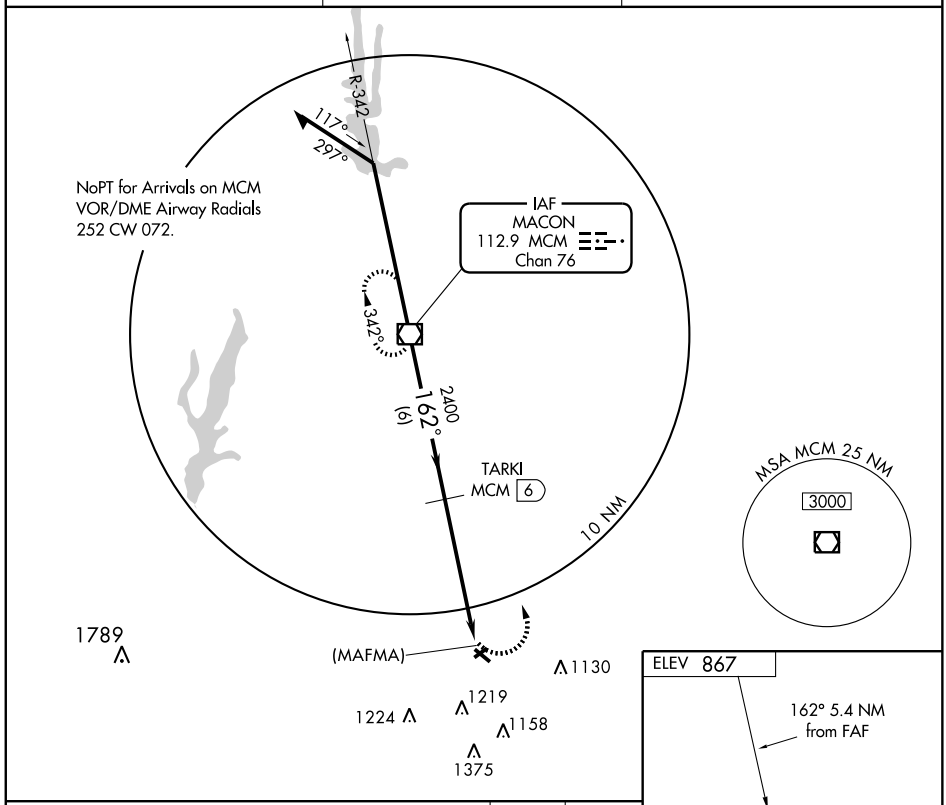
# VOR/DME or GPS-A

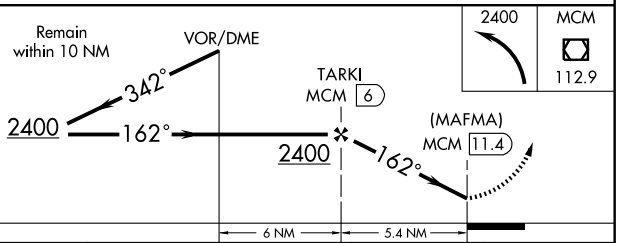
MOBERLY/ OMAR N. BRADLEY (MBY)

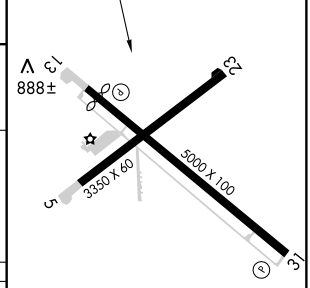
NA — Obtain local altimeter setting on CTAF; when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.

| AWOS-3 | COLUMBIA RADIO | UNICOM |
|---|---|---|
| 120.025 | 122.1R | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1380-1 513 (600-1) | | 1380-1½ 513 (600-1½) | 1500-2 633 (700-2) |
| COLUMBIA ALTIMETER SETTING | | | | |
| CIRCLING | 1440-1 573 (600-1) | | 1440-1½ 573 (600-1½) | 1600-2¼ 733 (800-2¼) |

REIL Rwys 13 and 31 L
MIRL Rwys 5-23 and 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

MOBERLY, MISSOURI

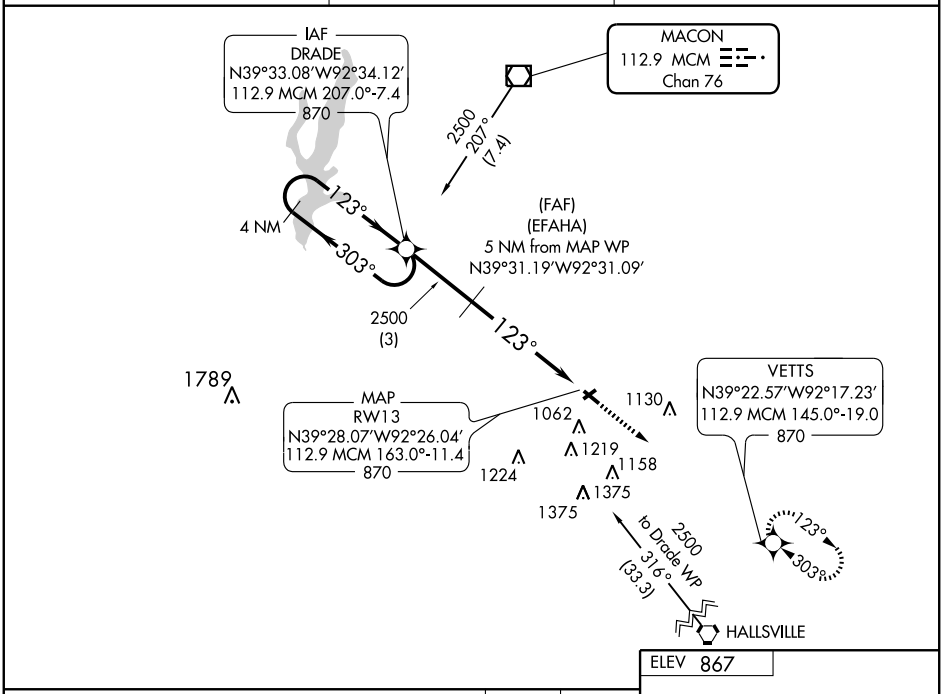
| VOR/DME MCM | APP CRS | Rwy Idg | 4690 |
|---|---|---|---|
| 112.9 | 123° | TDZE | 866 |
| Chan 76 | | Apt Elev | 867 |

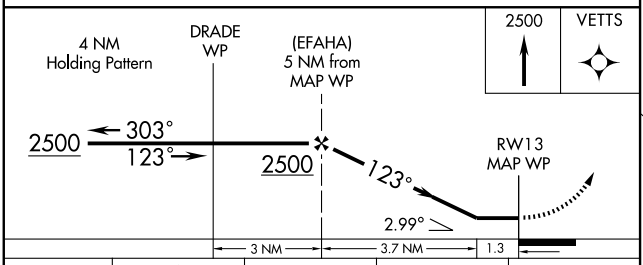
# VOR/DME RNAV or GPS RWY 13

MOBERLY/OMAR N. BRADLEY (MBY)

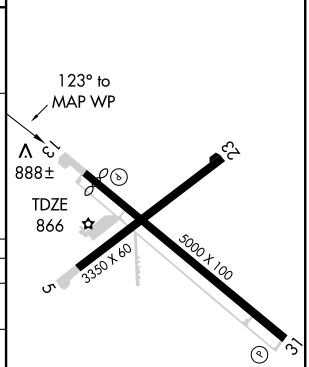
| NA | Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting. | MISSED APPROACH: Climb to 2500 direct VETTS WP and hold. |
|---|---|---|

| AWOS-3 | COLUMBIA RADIO | UNICOM |
|---|---|---|
| 120.025 | 122.1R | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1320-1 454 (500-1) | | 1320-1¼ 454 (500-1¼) | 1320-1½ 454 (500-1½) |
| CIRCLING | 1380-1 514 (600-1) | | 1380-1½ 514 (600-1½) | 1500-2 634 (700-2) |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-13 | 1500-1 634 (700-1) | | 1500-1¾ 634 (700-1¾) | 1500-2 634 (700-2) |
| CIRCLING | 1540-1 674 (700-1) | | 1540-2 674 (700-2) | 1680-2¾ 814 (900-2¾) |




REIL Rwys 13 and 31 L
MIRL Rwys 5-23 and 13-31 L

NC-3, 08 APR 2010 to 06 MAY 2010

MOBERLY, MISSOURI

AL-5976 (FAA)

| VOR/DME MCM | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 112.9 | 303° | TDZE | 866 |
| Chan 76 | | Apt Elev | 867 |

# VOR/DME RNAV or GPS RWY 31

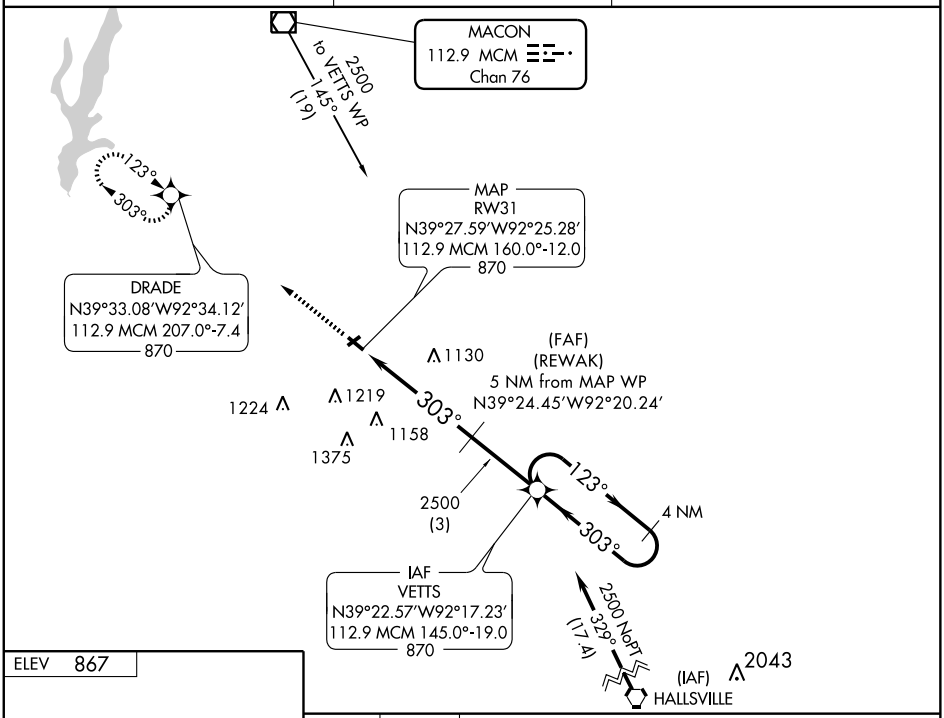
MOBERLY/OMAR N. BRADLEY (MBY)

NA

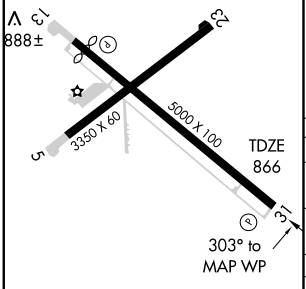
Obtain local altimeter setting on CTAF; when not available use Columbia altimeter setting.

MISSED APPROACH: Climb to 2500 direct DRADE WP and hold.

| AWOS-3 | COLUMBIA RADIO | UNICOM |
|---|---|---|
| 120.025 | 122.1R | 122.7 (CTAF) L |

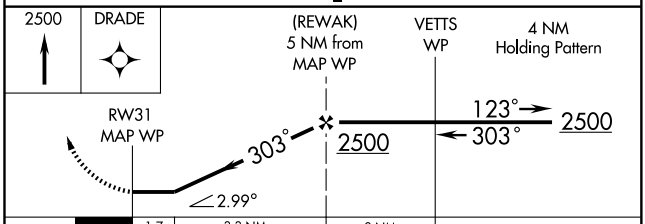



ELEV 867




REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1460-1 594 (600-1) | | 1460-1½ 594 (600-1½) | 1460-1¾ 594 (600-1¾) |
| CIRCLING | 1500-1 634 (700-1) | | 1500-1¾ 634 (700-1¾) | 1500-2 634 (700-2) |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-31 | 1640-1 774 (800-1) | 1640-1¼ 774 (800-1¼) | 1640-2¼ 774 (800-2¼) | 1640-2½ 744 (800-2½) |
| CIRCLING | 1640-1 774 (800-1) | 1640-1¼ 774 (800-1¼) | 1640-2¼ 774 (800-2¼) | 1680-2¾ 814 (900-2¾) |

NC-3. 08 APR 2010 to 06 MAY 2010

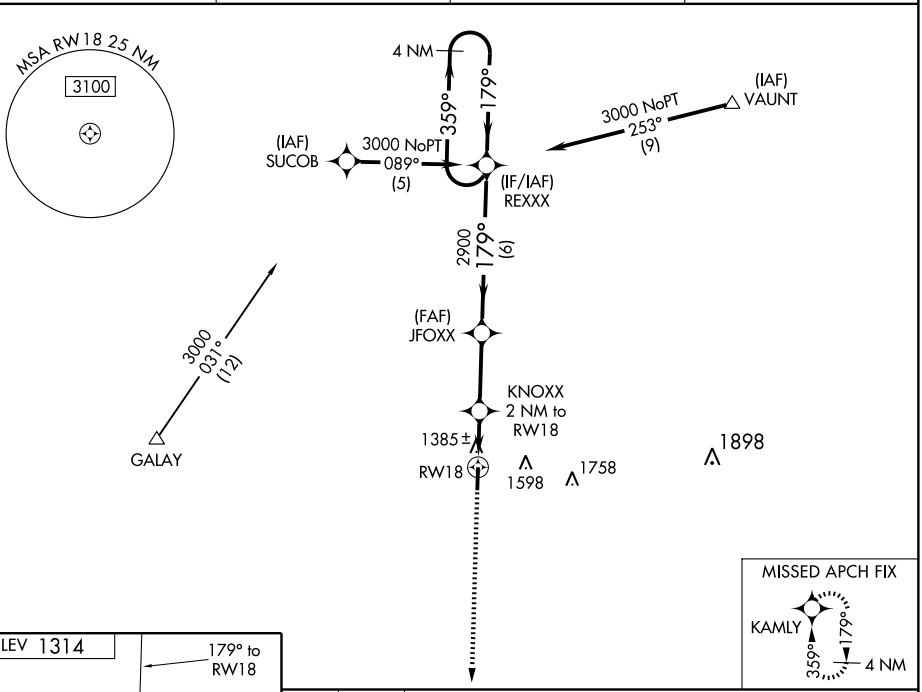
| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 53403 | 179° | TDZE | 1314 |
| W18A | | Apt Elev | 1314 |

# RNAV (GPS) RWY 18
## MONETT MUNI (HFJ)

T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile. Baro-VNAV and VDP NA when using Joplin altimeter setting.

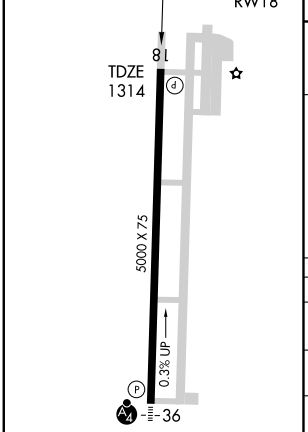
MISSED APPROACH: Climb to 3100 direct KAMLY and hold.

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.95 318.2 | 121.85 | 123.075 (CTAF) L |

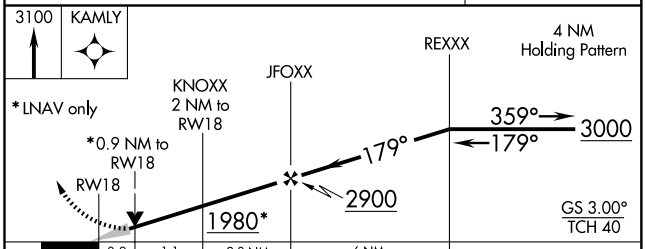









MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1614-1 | 300 (300-1) | NA | |
| LNAV/VNAV DA | 1663-1¼ | 349 (400-1¼) | NA | |
| LNAV MDA | 1640-1 | 326 (400-1) | NA | |
| CIRCLING | 1700-1 386 (400-1) | 1780-1 466 (500-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 69303 | 359° | TDZE | 1300 |
| W36A | | Apt Elev | 1314 |

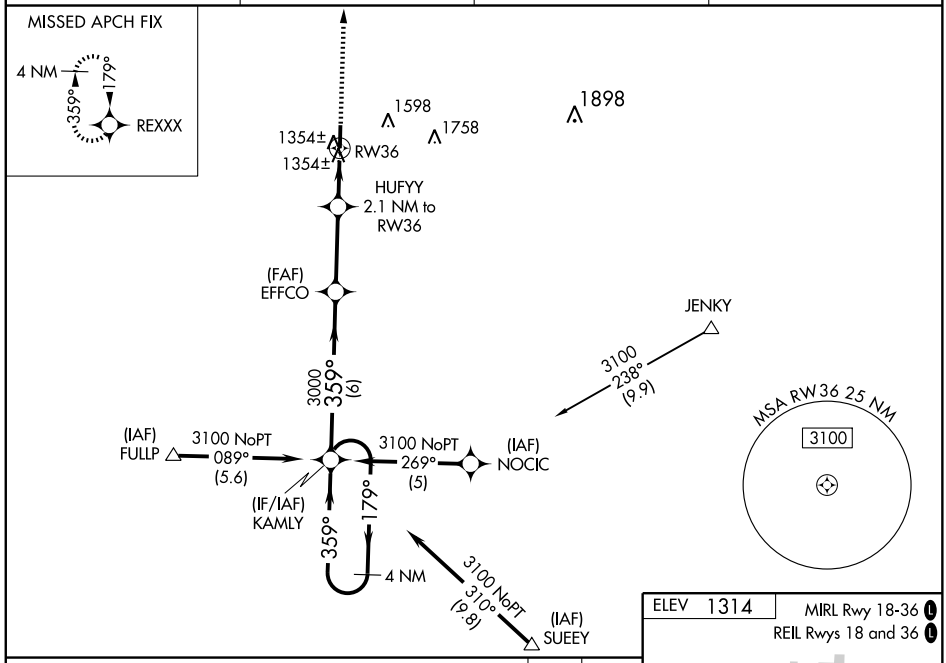
# RNAV (GPS) RWY 36
## MONETT MUNI (HFJ)

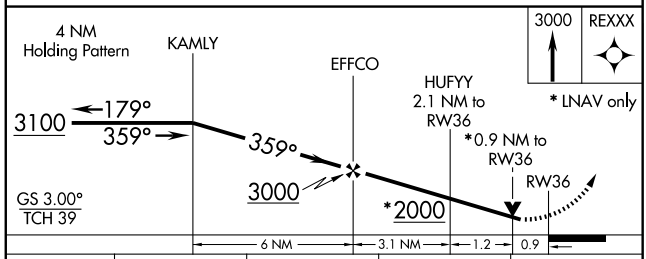
▼ ▲NA Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin altimeter setting. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MALSF

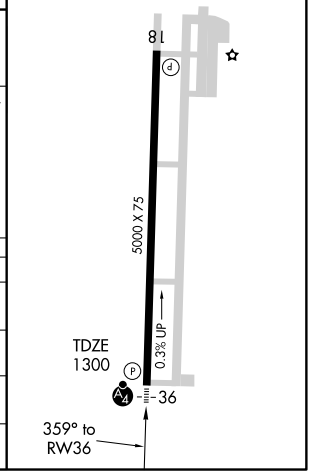
MISSED APPROACH: Climb to 3000 direct REXXX and hold.

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.95 318.2 | 121.85 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1577-1 | 277 (300-1) | NA | |
| LNAV/VNAV DA | 1655-1¼ | 355 (400-1¼) | NA | |
| LNAV MDA | 1620-¾ | 320 (400-¾) | NA | |
| CIRCLING | 1700-1 386 (400-1) | 1780-1 466 (500-1) | NA | |




NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3516 |
|---|---|---|
| 091° | TDZE | 737 |
| | Apt Elev | 737 |

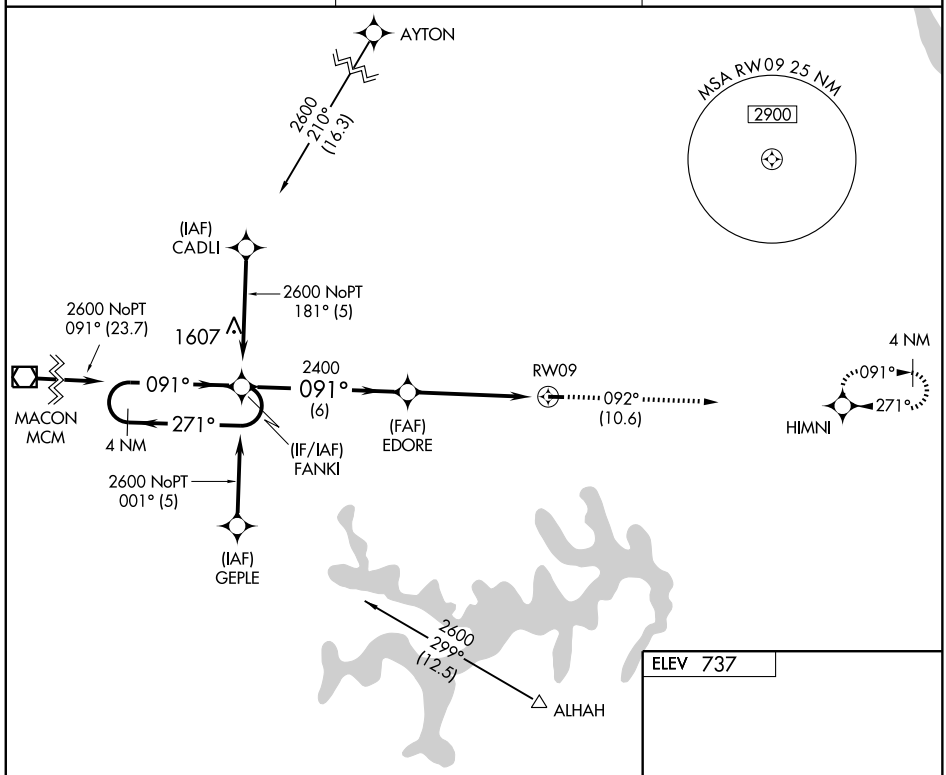
# RNAV (GPS) RWY 9

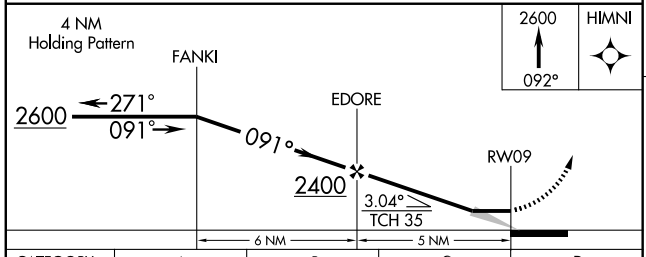
MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 092° course to HIMNI WP and hold.

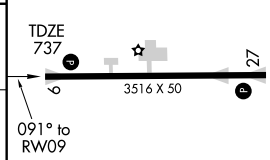
| QUINCY ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 135.525 319.9 | 122.8 (CTAF) L |










ELEV 737

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 | 463 (500-1) | 1200-1¼ 463 (500-1¼) | NA |
| CIRCLING | 1380-1 | 643 (700-1) | 1380-1¾ 643 (700-1¾) | NA |

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

MONROE CITY, MISSOURI

AL-6183 (FAA)

| APP CRS | Rwy Idg | 3516 |
|---|---|---|
| 271° | TDZE | 737 |
| | Apt Elev | 737 |

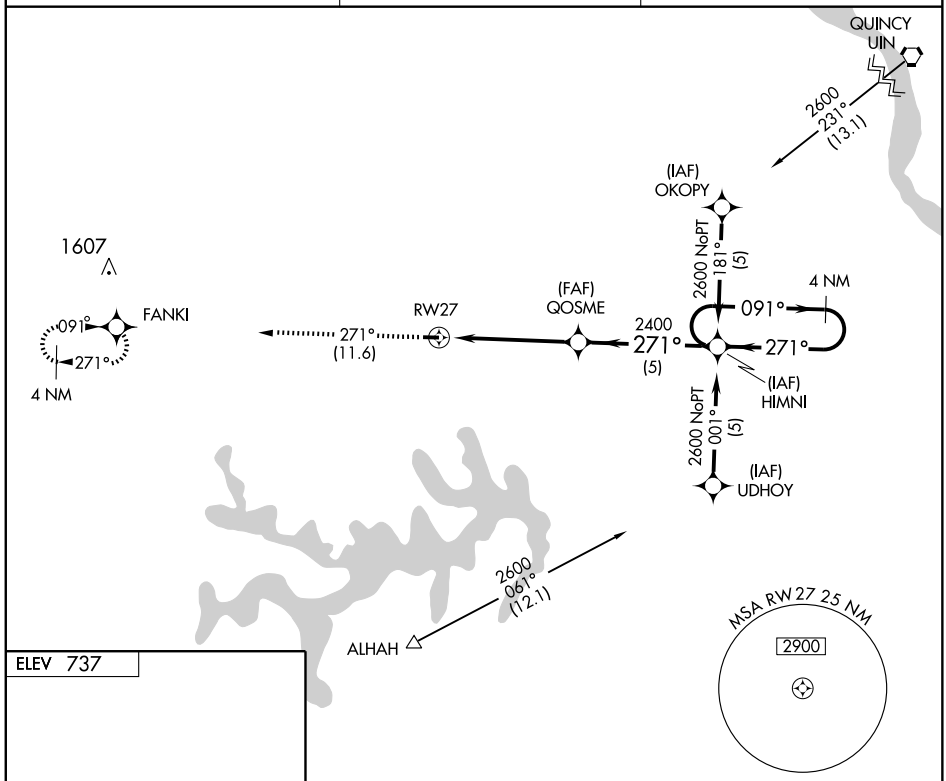
# RNAV (GPS) RWY 27

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

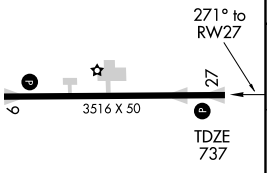
NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

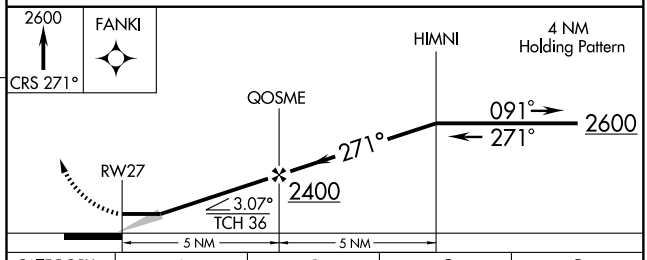
MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

| QUINCY ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 135.525 319.9 | 122.8 (CTAF) L |




ELEV 737




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 | 503 (600-1) | 1240-1½ 503 (600-1½) | NA |
| CIRCLING | 1380-1 | 643 (700-1) | 1380-1¾ 643 (700-1¾) | NA |

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC UIN 113.6 Chan 83 | APP CRS 233° | Rwy Idg N/A TDZE N/A Apt Elev 737 |
|---|---|---|

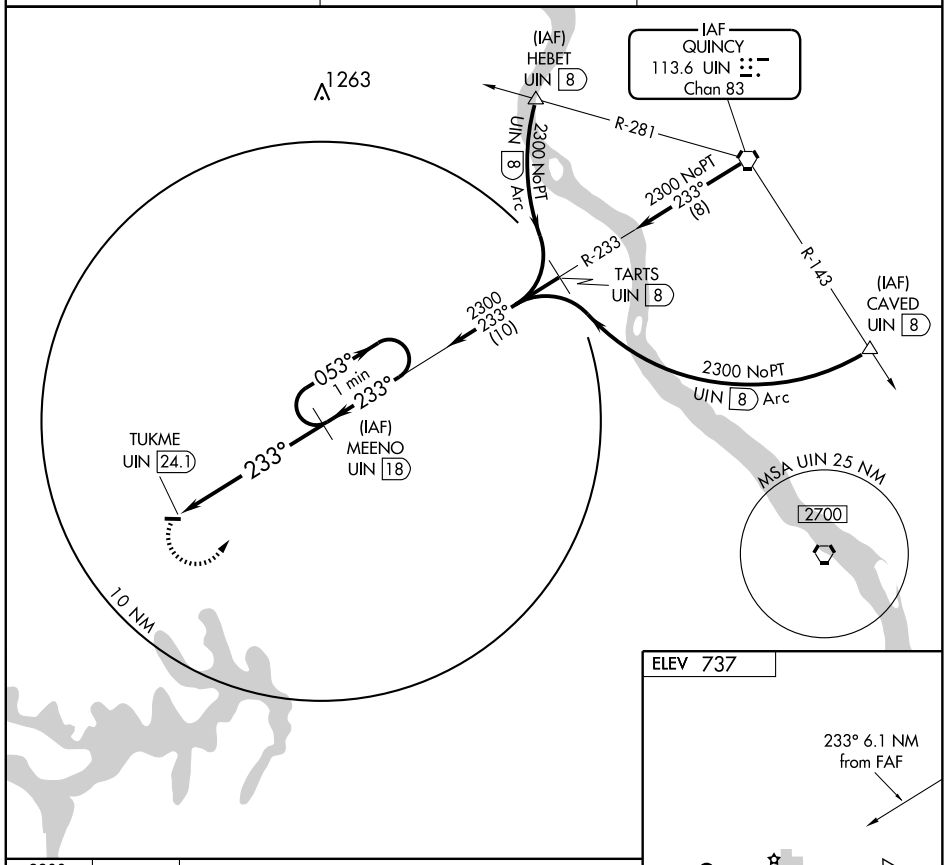
# VOR/DME-A

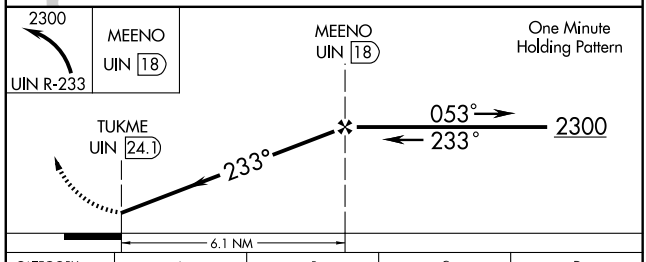
MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.

| QUINCY ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 135.525 319.9 | 122.8 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1380-1 643 (700-1) | 1380-1¼ 643 (700-1¼) | 1380-1½ 643 (700-1½) | NA |

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

MONROE CITY, MISSOURI

AL-6183 (FAA)

| VORTAC UIN | APP CRS | Rwy Idg | 3516 |
|---|---|---|---|
| 113.6 | 267° | TDZE | 737 |
| Chan 83 | | Apt Elev | 737 |

# VOR/DME RNAV RWY 27

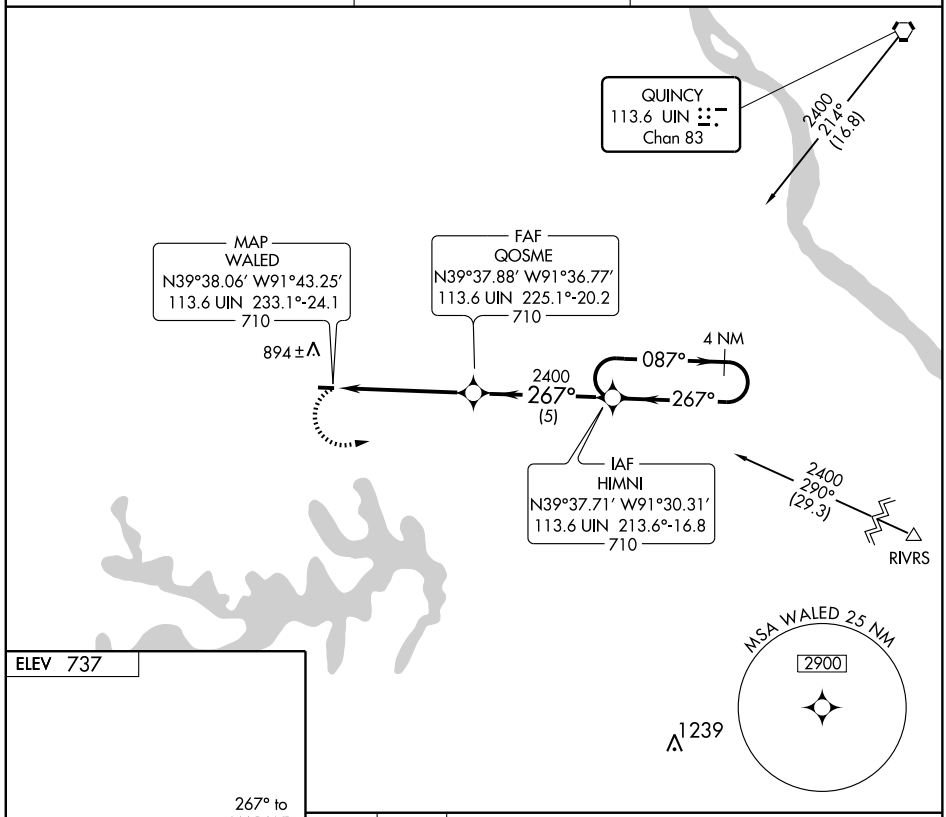
MONROE CITY/CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

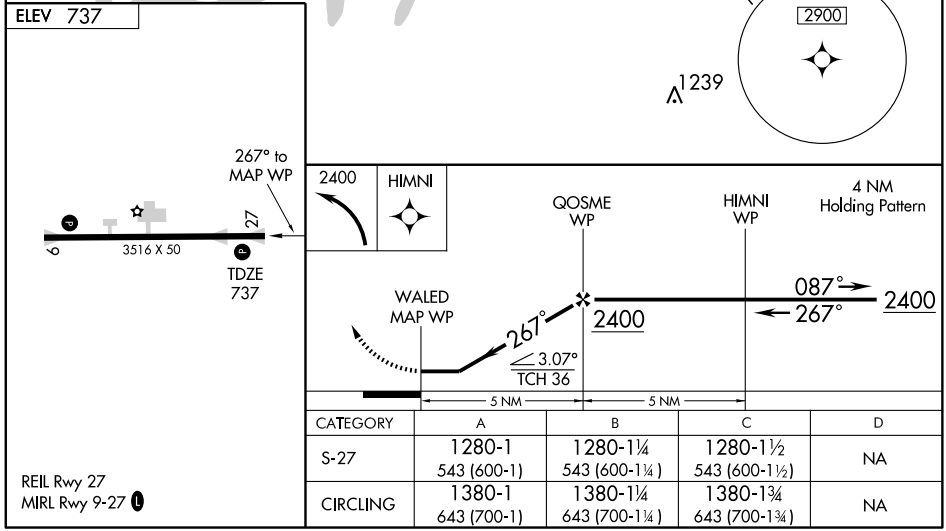
NA

Use Quincy, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct HIMNI WP and hold.

| QUINCY ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1280-1<br>543 (600-1) | 1280-1¼<br>543 (600-1¼) | 1280-1½<br>543 (600-1½) | NA |
| CIRCLING | 1380-1<br>643 (700-1) | 1380-1¼<br>643 (700-1¼) | 1380-1¾<br>643 (700-1¾) | NA |

REIL Rwy 27

MIRL Rwy 9-27 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 3500 |
|---|---|---|---|
| CH 50401 | 180° | TDZE | 675 |
| W18A | | Apt Elev | 675 |

# RNAV (GPS) RWY 18

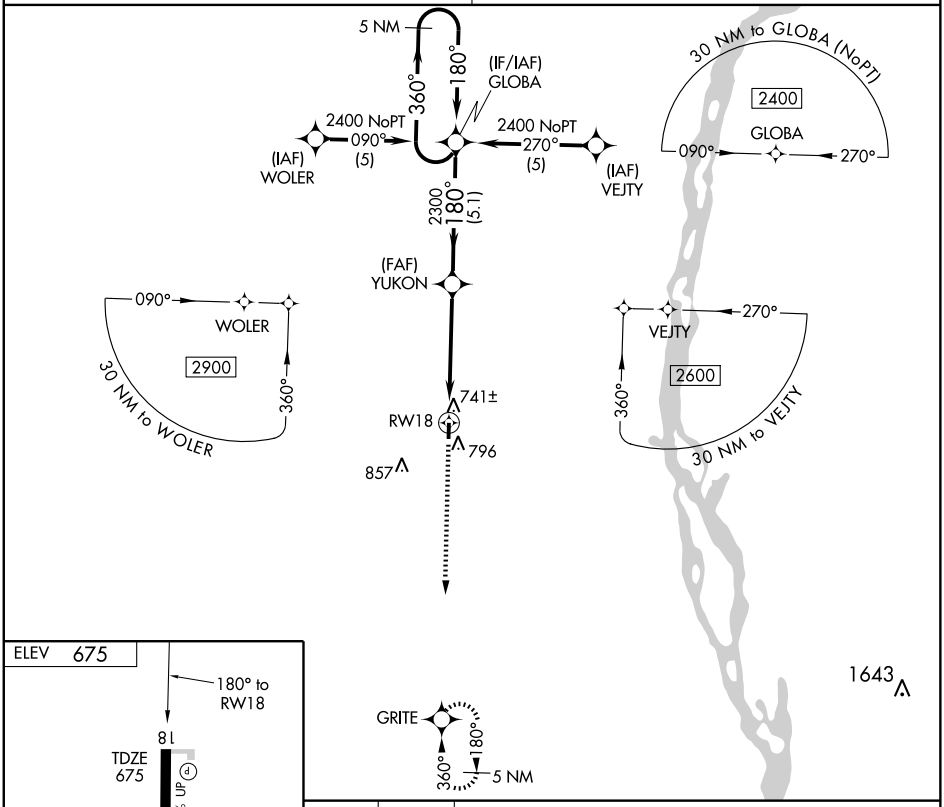
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

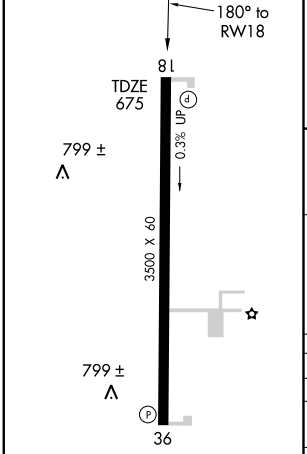
NA

DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

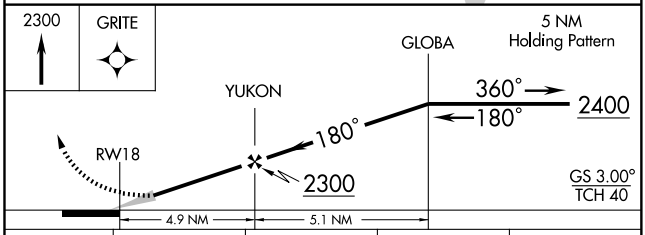
MISSED APPROACH: Climb to 2300 direct GRITE and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.7 (CTAF) L |




MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1035-1¼ | 360 (400-1¼) | NA | |
| LNAV/VNAV DA | 1082-1½ | 407 (500-1½) | NA | |
| LNAV MDA | 1120-1 | 445 (500-1) | NA | |
| CIRCLING | 1180-1 | 505 (600-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 3500 |
|---|---|---|---|
| CH 97601 | 360° | TDZE | 675 |
| W36A | | Apt Elev | 675 |

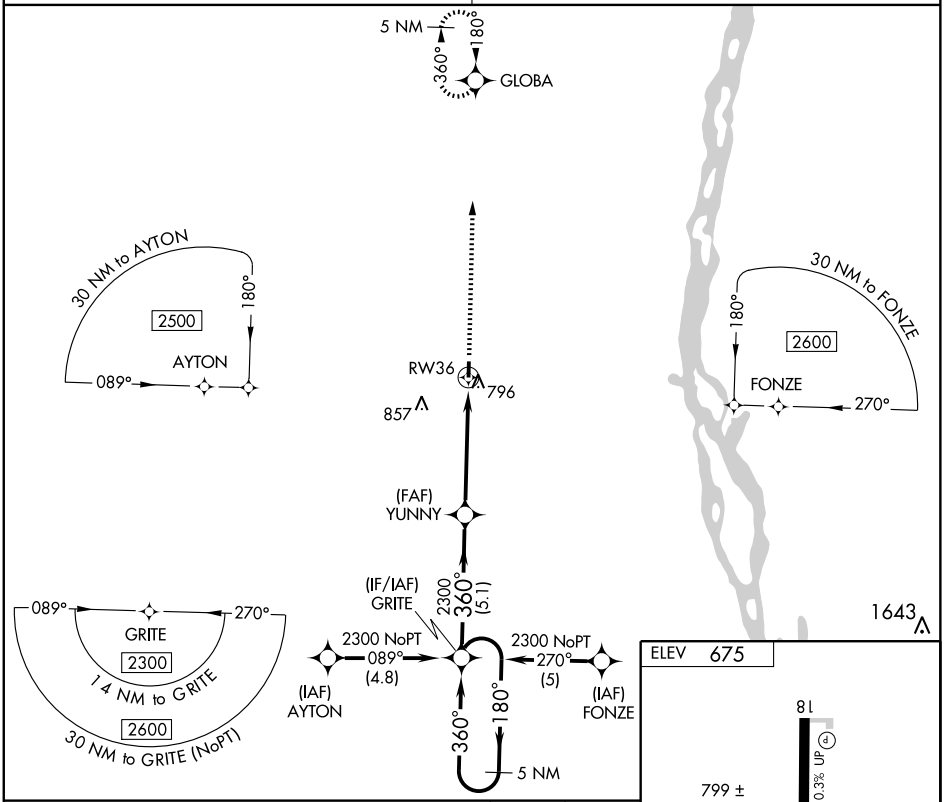
# RNAV (GPS) RWY 36

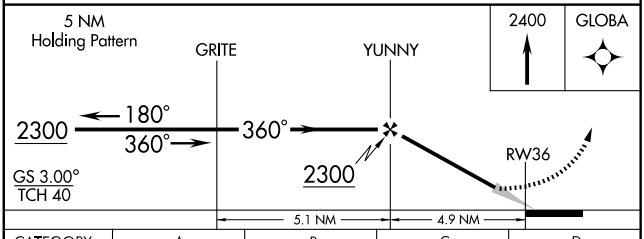
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

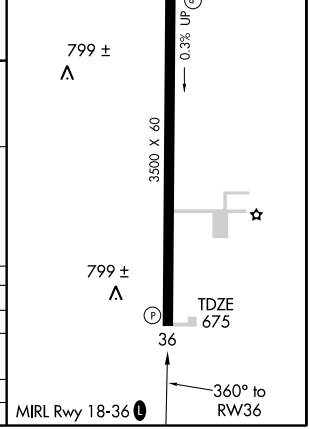
MISSED APPROACH: Climb to 2400 direct GLOBA and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 996-1¼ | 321 (400-1¼) | NA | |
| LNAV/VNAV DA | 1137-1¾ | 462 (500-1¾) | NA | |
| LNAV MDA | 1120-1 | 445 (500-1) | NA | |
| CIRCLING | 1180-1 | 505 (600-1) | NA | |




NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC UIN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 308° | TDZE | N/A |
| Chan 83 | | Apt Elev | 674 |

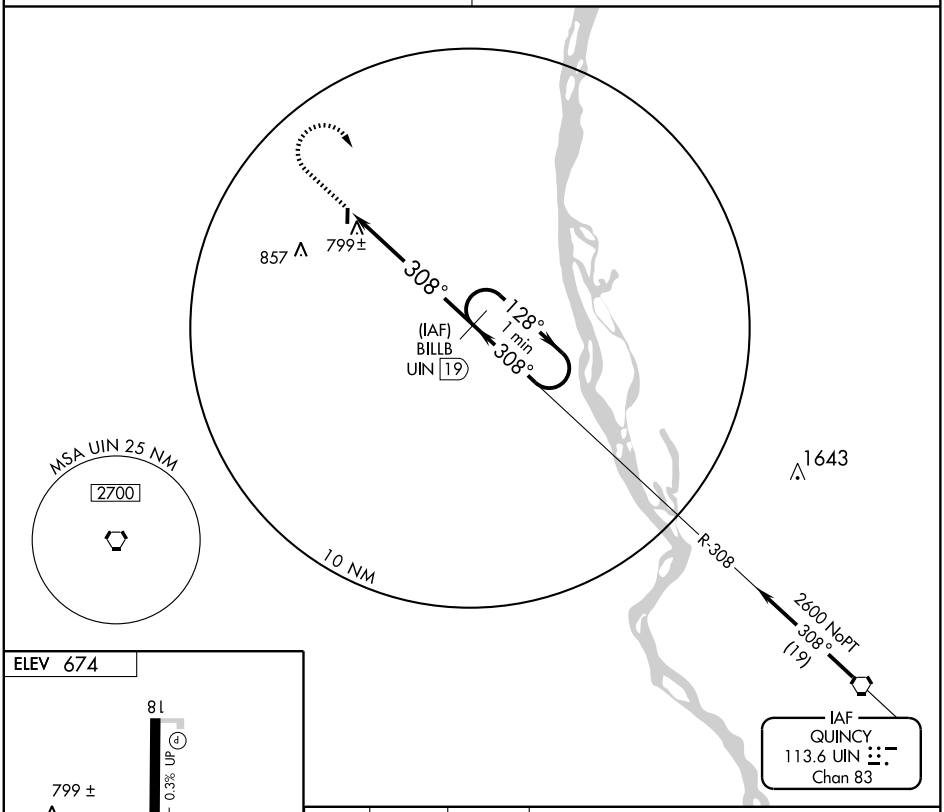
# VOR/DME-A

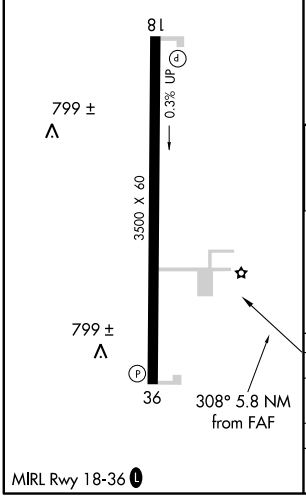
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

T NA Use Quincy altimeter setting; when not received use Kirksville altimeter setting

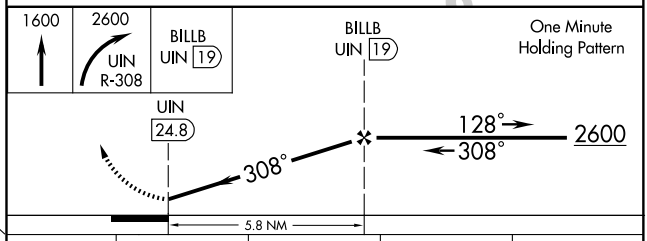
MISSED APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.7 (CTAF) L |



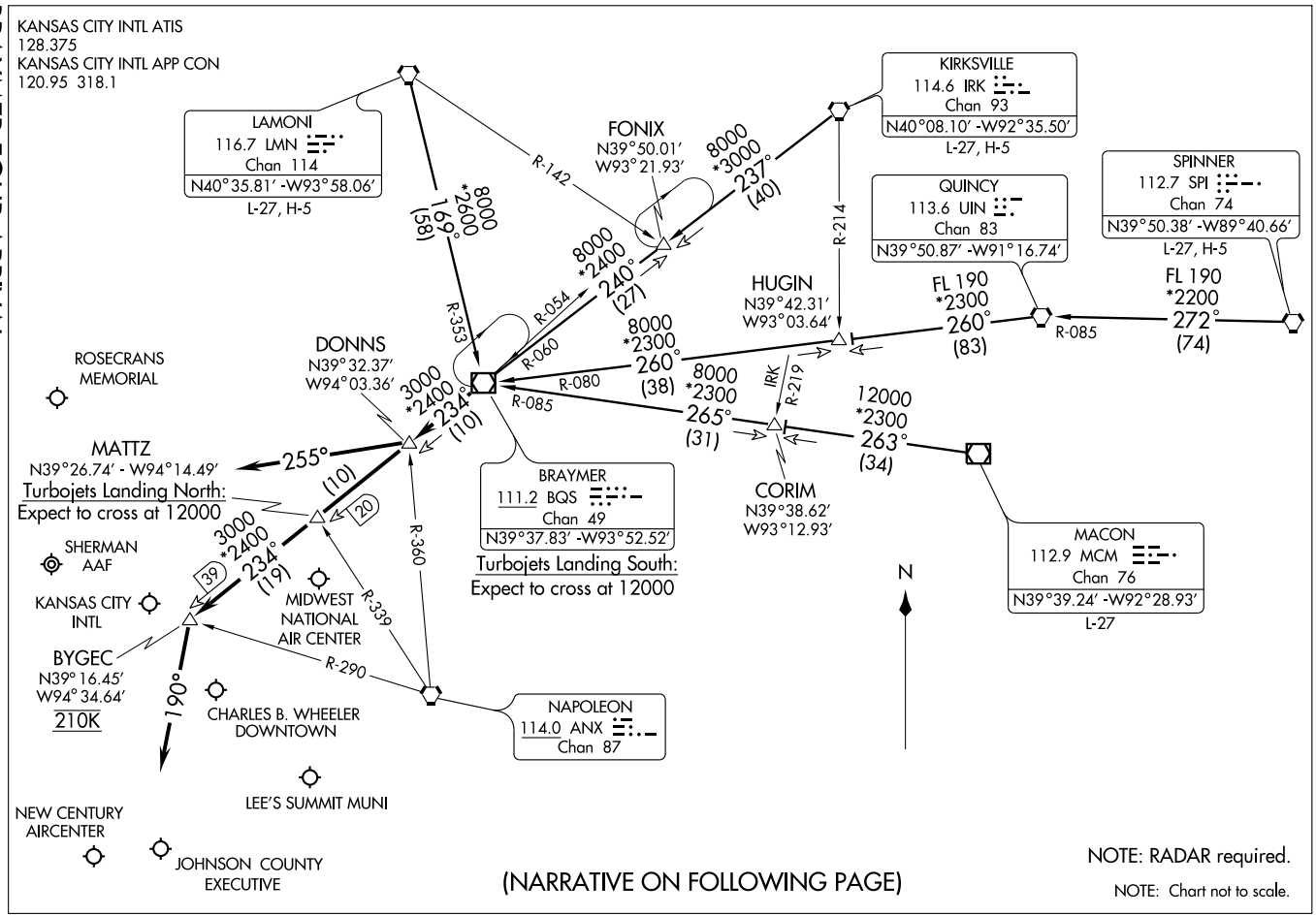




MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1180-1<br>506 (600-1) | 1180-1¼<br>506 (600-1¼) | NA | |
| KIRKSVILLE ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1240-1<br>566 (600-1) | 1240-1¼<br>566 (600-1¼) | NA | |

NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

MOSBY, MISSOURI

AL-9229 (FAA)

| LOC/DME I-CUE | APP CRS | Rwy Idg | 5504 |
|---|---|---|---|
| 110.55 | 184° | TDZE | 777 |
| Chan 42 (Y) | | Apt Elev | 777 |

# ILS or LOC/DME RWY 18

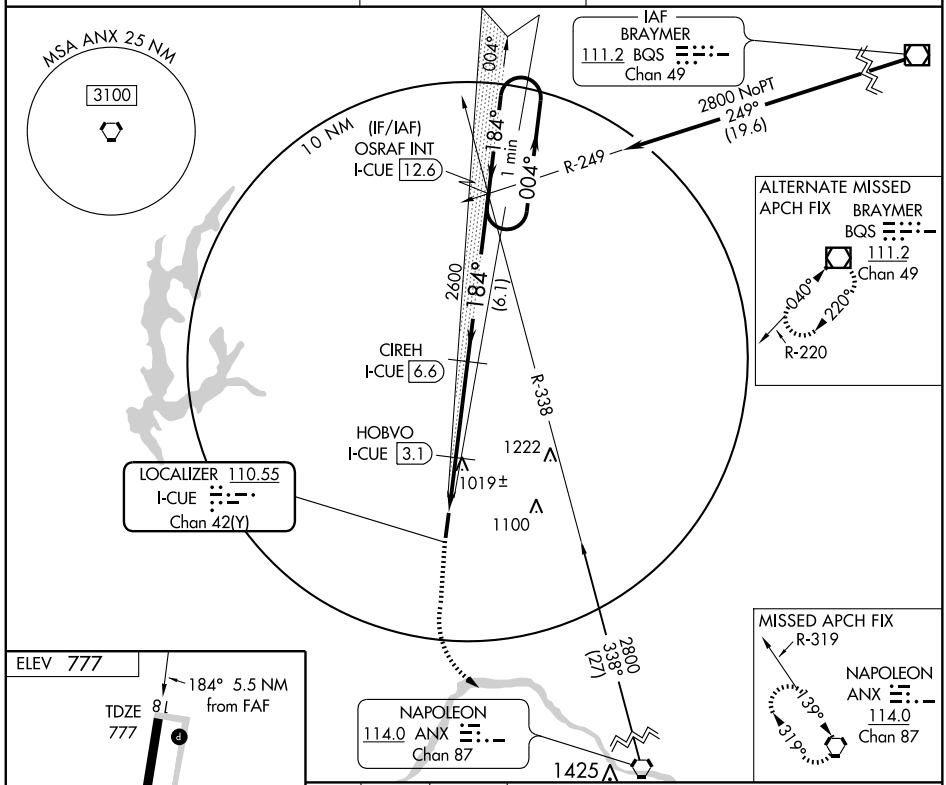
MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

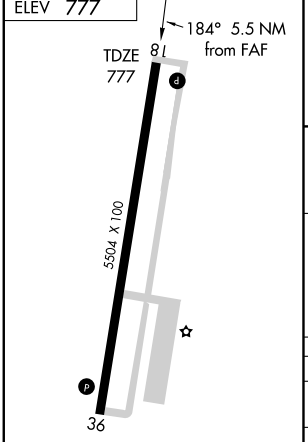
T
ANA

Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and circling visibility Cat C ¼ mile.

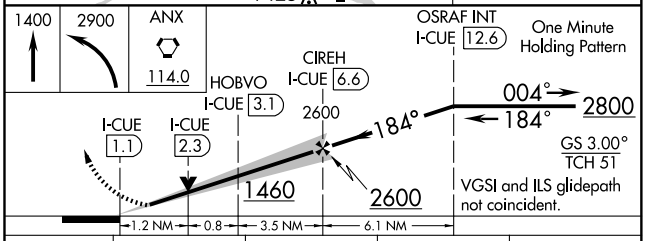
MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 | 118.2 | 122.7 (CTAF) L |




HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



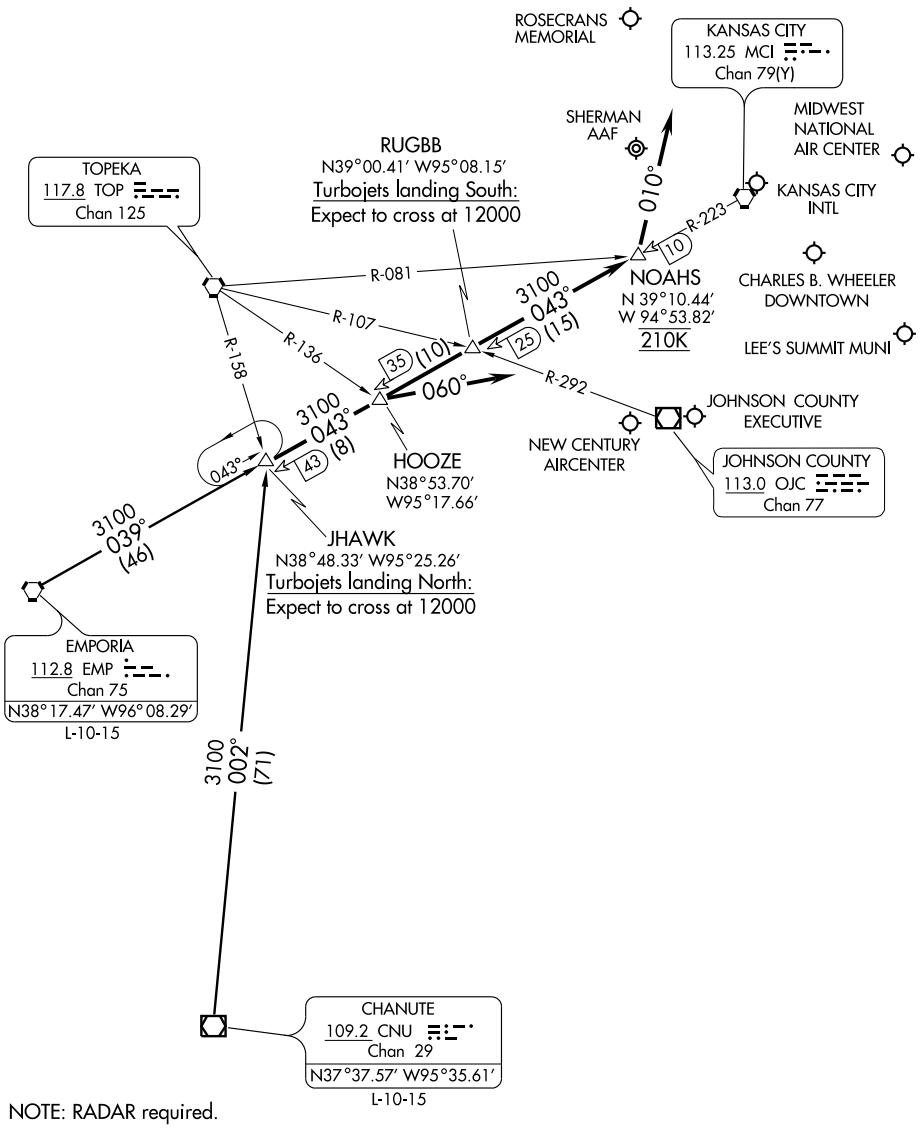

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 977-¾ 200 (200-¾) | | | NA |
| S-LOC 18 | 1280-1 503 (600-1) | | 1280-1½ 503 (600-1½) | NA |
| CIRCLING | 1300-1 523 (600-1) | | 1320-1½ 543 (600-1½) | NA |

NC-3, 08 APR 2010 to 06 MAY 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5504 |
|---|---|---|---|
| CH 70323 | 184° | TDZE | 777 |
| W18A | | Apt Elev | 777 |

# RNAV (GPS) RWY 18

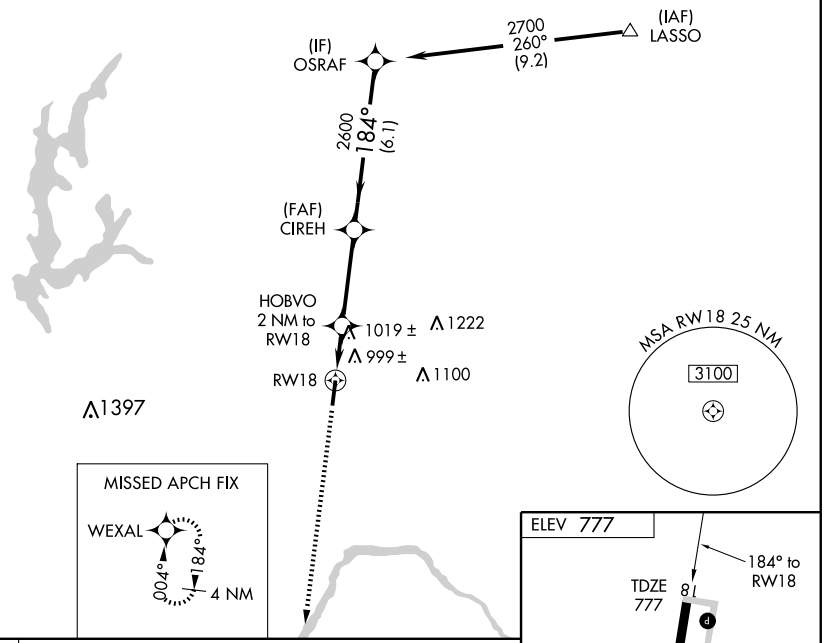
MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

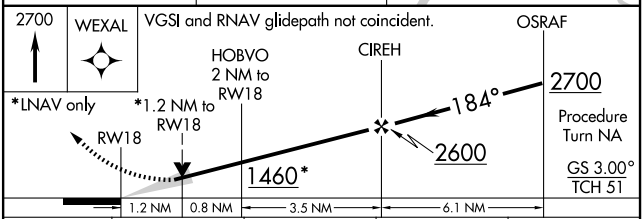
T ANA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

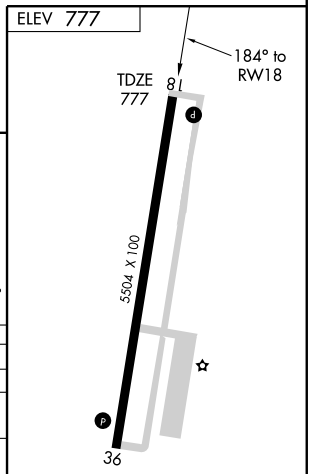
| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 | 118.2 | 122.7 (CTAF) L |

Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1189-1½ 412 (500-1½) | | | NA |
| LNAV/VNAV DA | 1324-2 547 (600-2) | | | NA |
| LNAV MDA | 1280-1 503 (600-1) | | 1280-1½ 503 (600-1½) | NA |
| CIRCLING | 1300-1 523 (600-1) | | 1320-1½ 543 (600-1½) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 86409 W36A | APP CRS 004° | Rwy Idg 5504 TDZE 776 Apt Elev 777 |
|---|---|---|

# RNAV (GPS) RWY 36

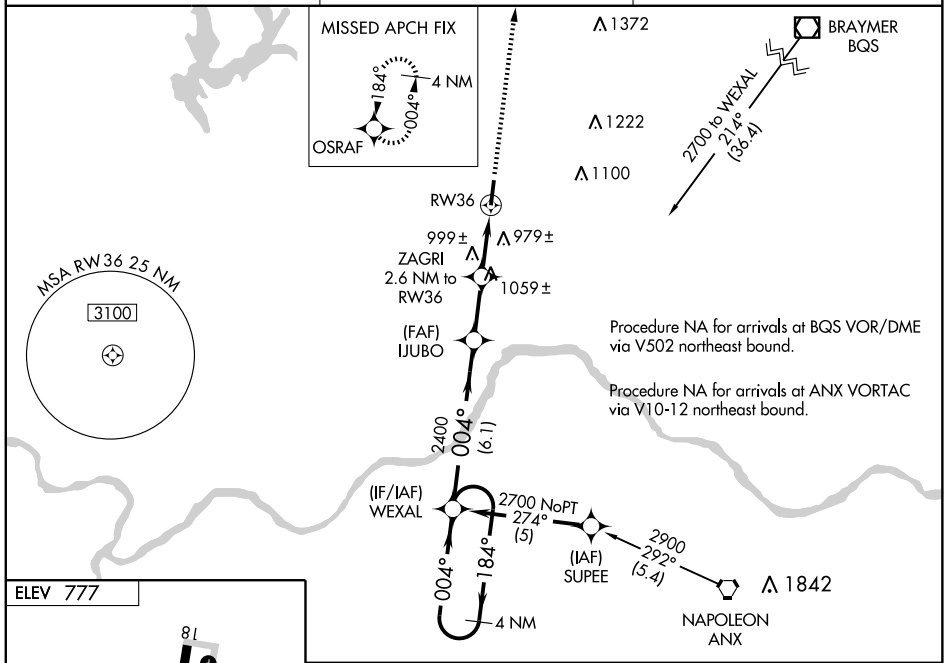
MOSBY/ MIDWEST NATIONAL AIR CENTER (GPH)

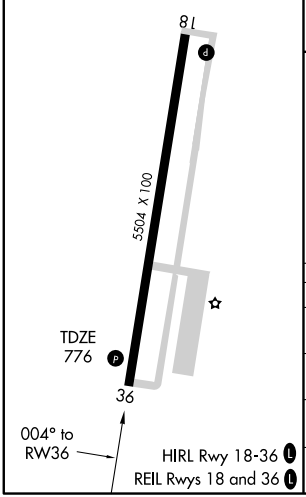
T NA

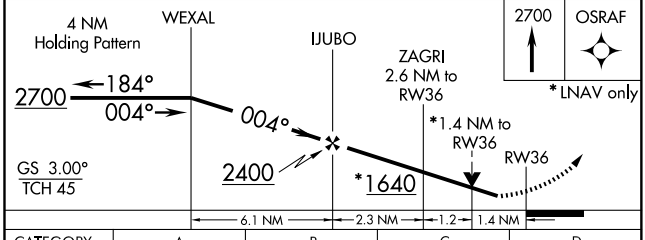
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 | 118.2 | 122.7 (CTAF) L |



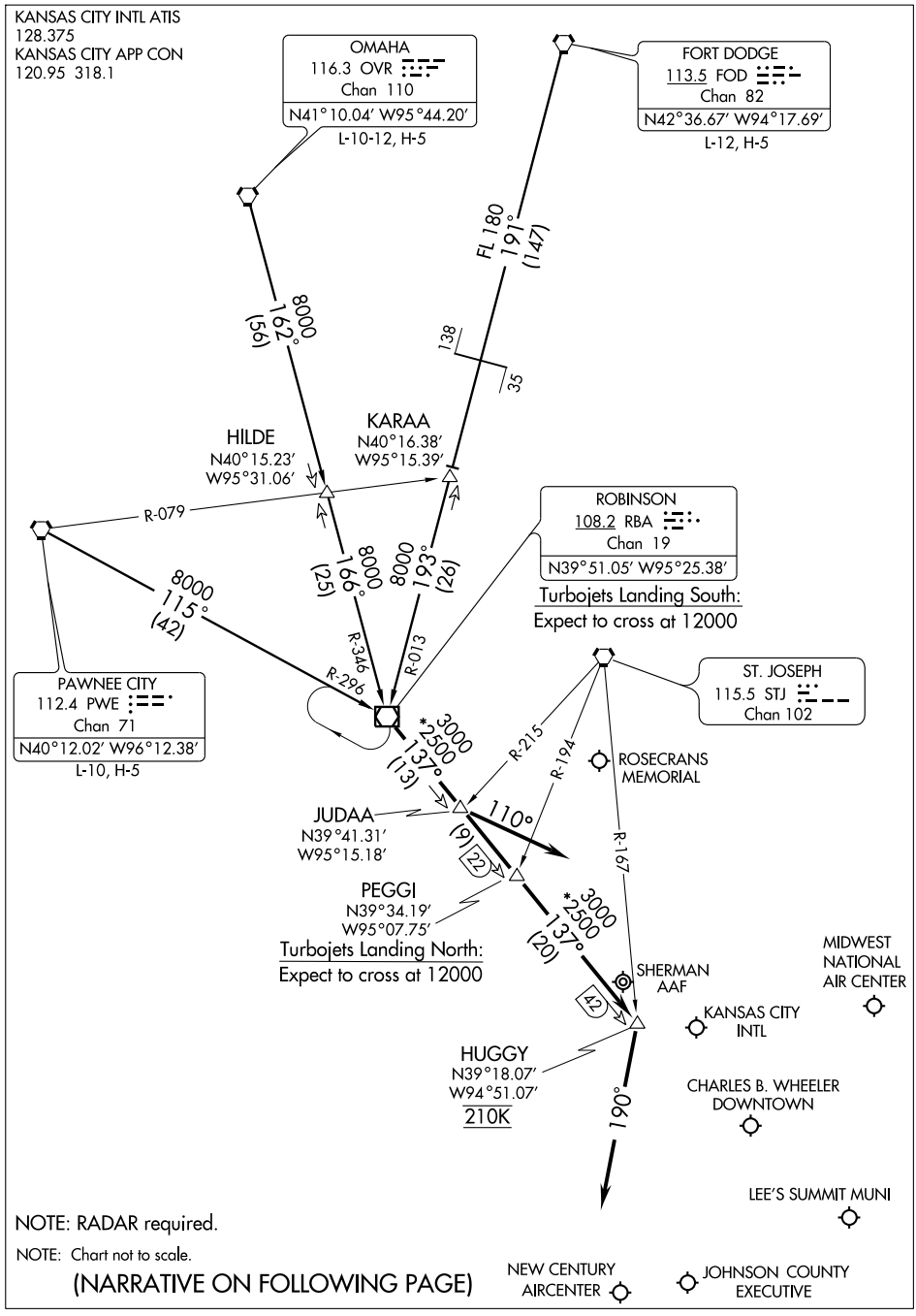

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1105-1¼ 329 (400-1¼) | | | NA |
| LNAV/ VNAV DA | 1341-2 565 (600-2) | | | NA |
| LNAV MDA | 1260-1 484 (500-1) | | 1260-1¼ 484 (500-1¼) | NA |
| CIRCLING | 1300-1 523 (600-1) | | 1320-1½ 543 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

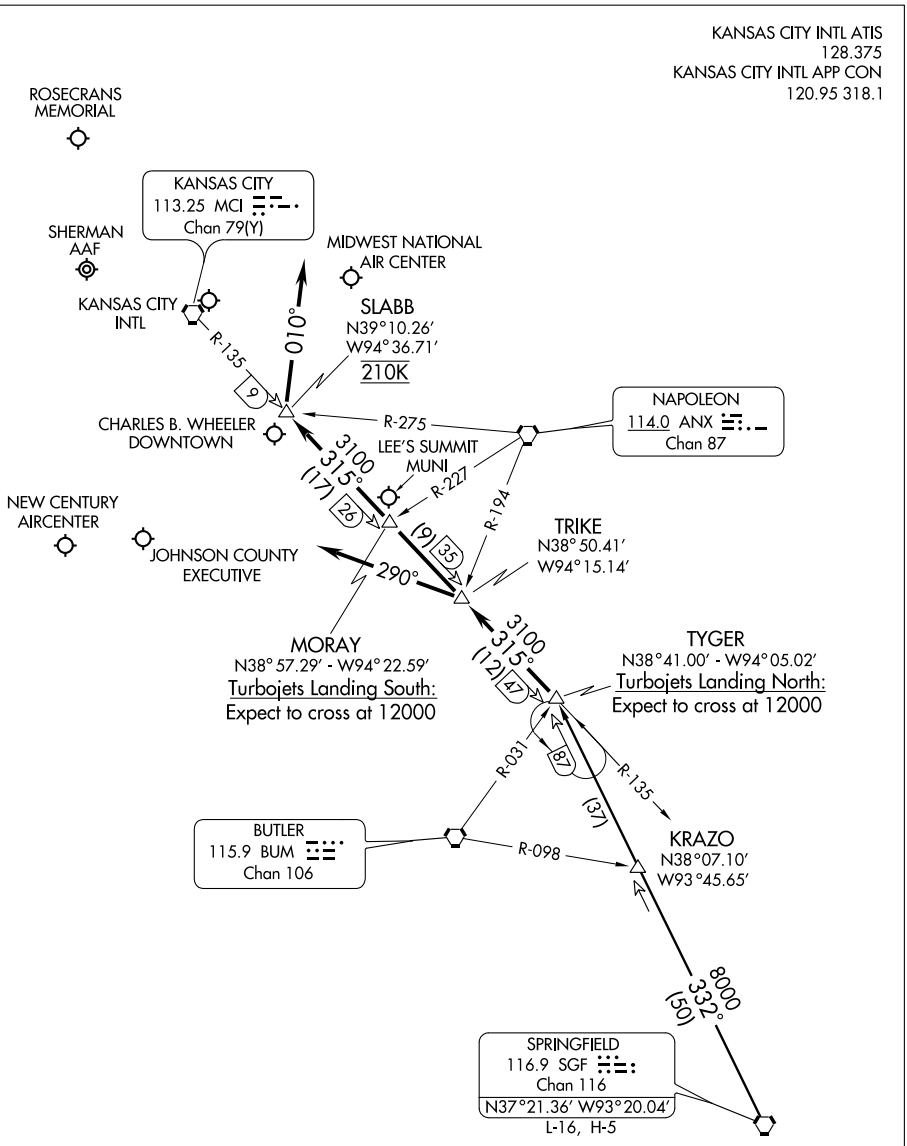
. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

MOUNTAIN GROVE, MISSOURI AL-6763 (FAA)

| VORTAC DGD | APP CRS | Rwy Idg | 3590 |
|---|---|---|---|
| 109.4 | 072° | TDZE | 1476 |
| Chan 31 | | Apt Elev | 1476 |

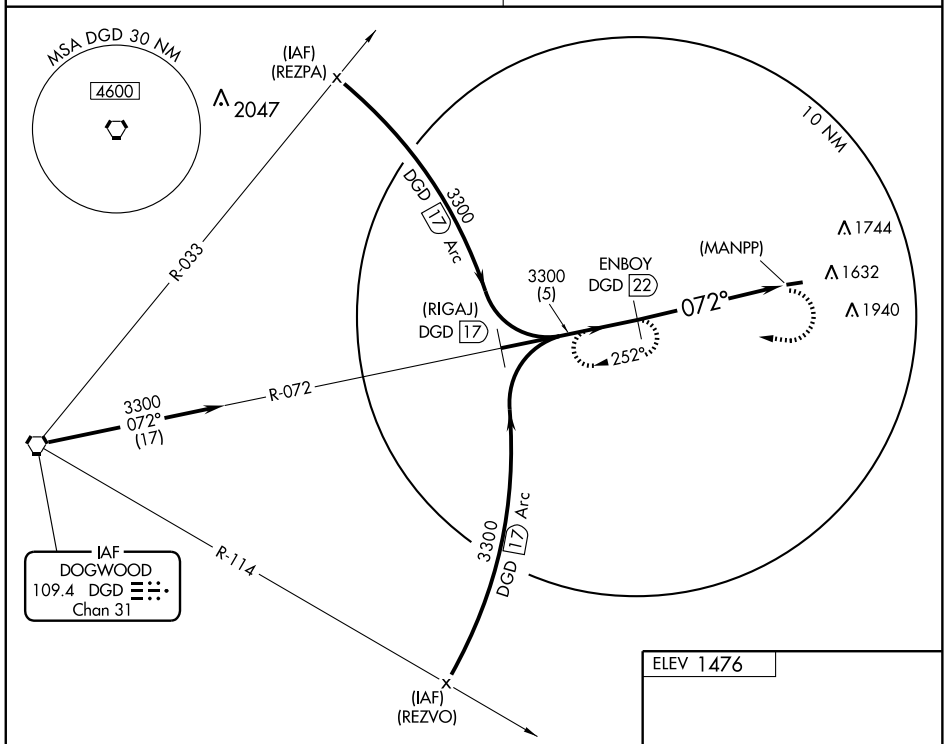
# VOR/DME or GPS RWY 8

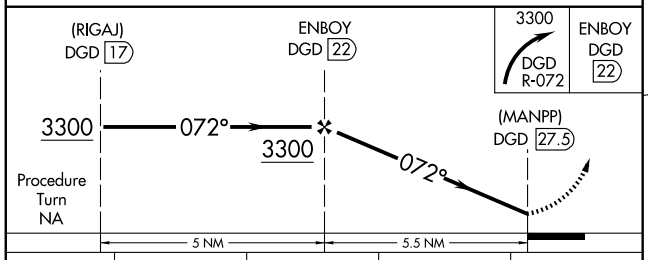
## MOUNTAIN GROVE MEMORIAL (1MO)

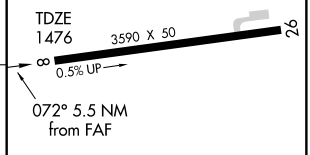
Use Forney AAF altimeter setting; when not available use Springfield altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 |




ELEV 1476

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 2100-1<br>624 (700-1) | 2100-1¼<br>624 (700-1¼) | NA | |
| CIRCLING | 2120-1<br>644 (700-1) | 2120-1¼<br>644 (700-1¼) | NA | |

LIRL Rwy 8-26

NC-3. 08 APR 2010 to 06 MAY 2010

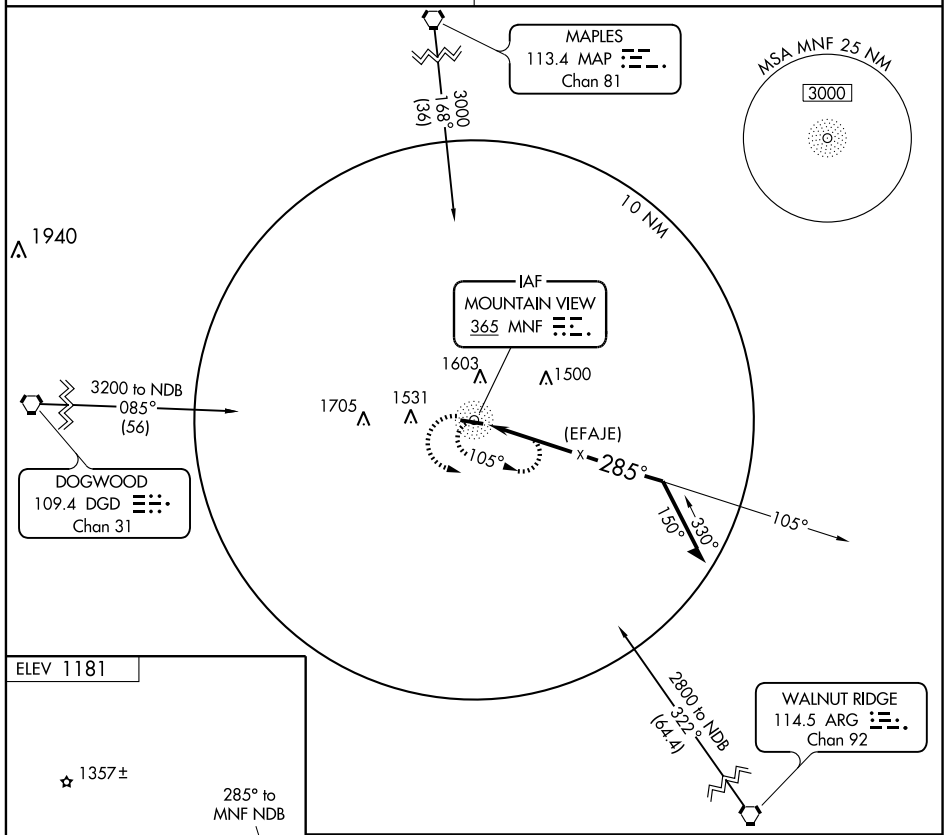
| NDB MNF 365 | APP CRS 285° | Rwy Idg 5005<br>TDZE 1165<br>Apt Elev 1181 |
|---|---|---|

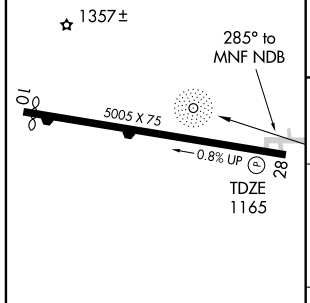
# NDB or GPS RWY 28
MOUNTAIN VIEW (MNF)

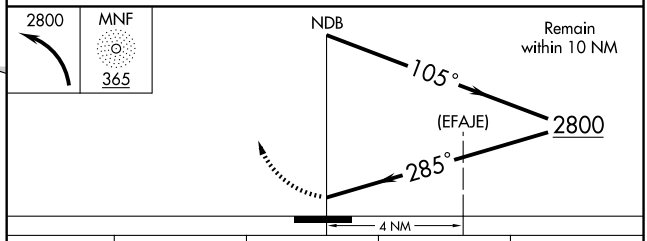
NA Use Forney AAF altimeter setting. When not available procedure NA.

MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2060-1¼ 895 (900-1¼) | | 2060-2¾ 895 (900-2¾) | 2060-3 895 (900-3) |
| CIRCLING | 2140-1¼ 971 (1000-1¼) | 2140-1½ 971 (1000-1½) | 2140-3 971 (1000-3) | |

MIRL Rwys 10-28

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 99302 | 005° | TDZE | 1255 |
| W01A | | Apt Elev | 1255 |

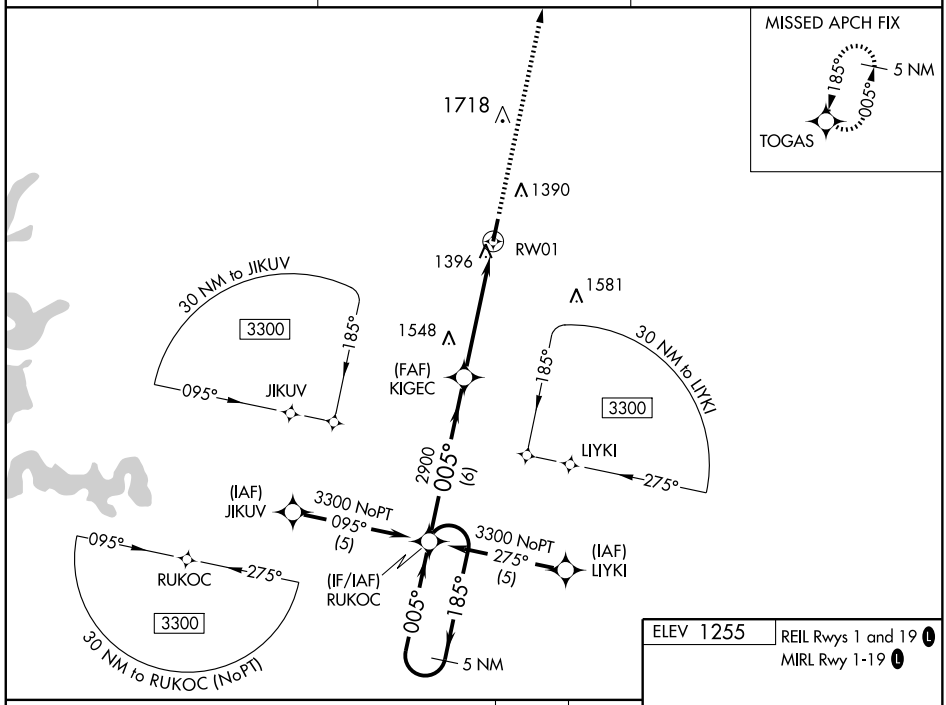
# RNAV (GPS) RWY 1
## NEOSHO HUGH ROBINSON (EOS)

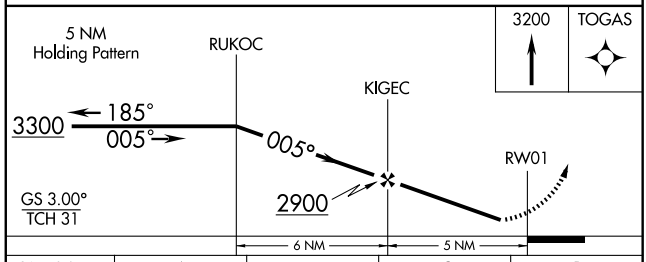
T
A NA

Baro-VNAV NA.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

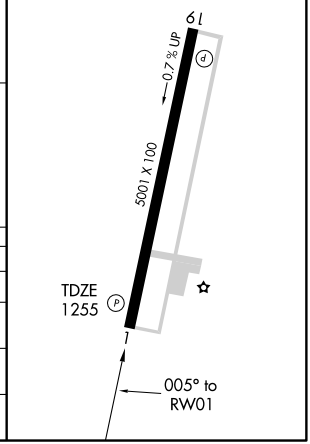
| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 122.8 | 128.6 282.325 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1602-1¼ 347 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1719-1¾ 464 (500-1¾) | | | NA |
| LNAV MDA | 1880-1 625 (700-1) | | 1880-1¾ 625 (700-1¾) | NA |
| CIRCLING | 1880-1 625 (700-1) | | 1880-1¾ 625 (700-1¾) | NA |

ELEV 1255
REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L




NC-3. 08 APR 2010 to 06 MAY 2010

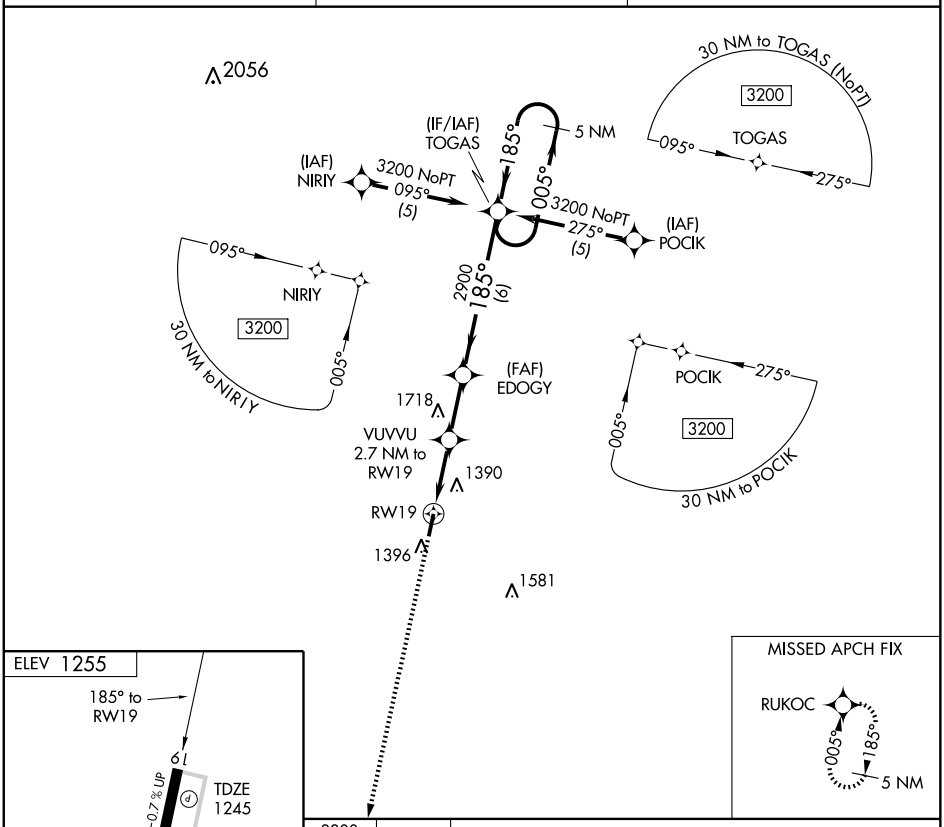
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 185° | TDZE | 1245 |
| | Apt Elev | 1255 |

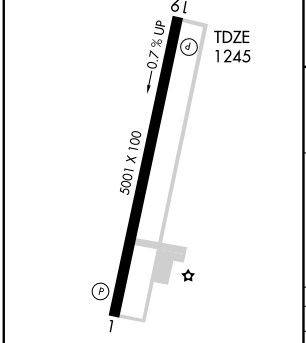
# RNAV (GPS) RWY 19
## NEOSHO HUGH ROBINSON (EOS)

DME/DME RNP-0.3 NA.
NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

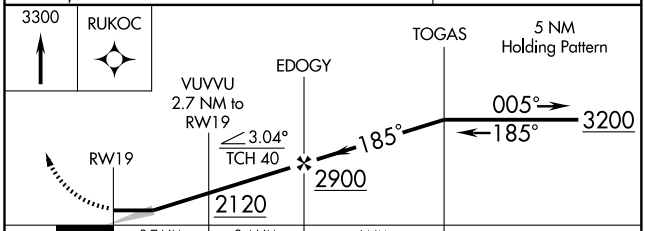
| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 122.8 | 128.6 282.325 | 122.8 (CTAF) L |




REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1 | 475 (500-1) | 1720-1¼ 475 (500-1¼) | NA |
| CIRCLING | 1780-1 | 525 (600-1) | 1820-1½ 565 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME EOS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.3 | 125° | TDZE | N/A |
| Chan 120 | | Apt Elev | 1255 |

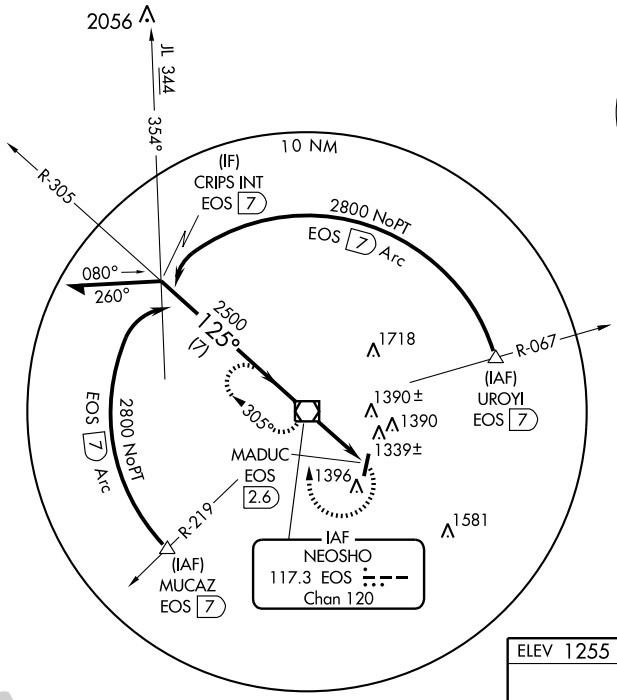
# VOR-A

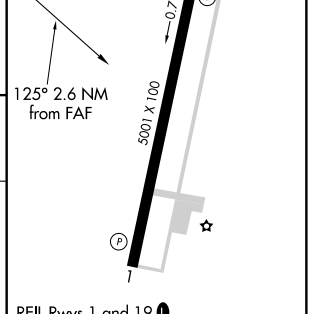
## NEOSHO HUGH ROBINSON (EOS)

T
NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

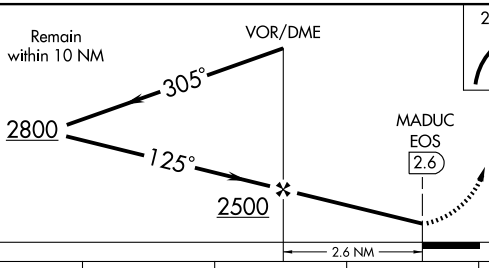
MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

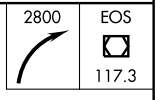
| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 122.8 | 128.6 282.325 | 122.8 (CTAF) L |




REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1780-1 525 (600-1) | | 1820-1½ 565 (600-1½) | NA |

FAF to MAP 2.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB EAD 209 | APP CRS 210° | Rwy Idg 5000<br>TDZE 882<br>Apt Elev 892 |
|---|---|---|

# NDB RWY 20

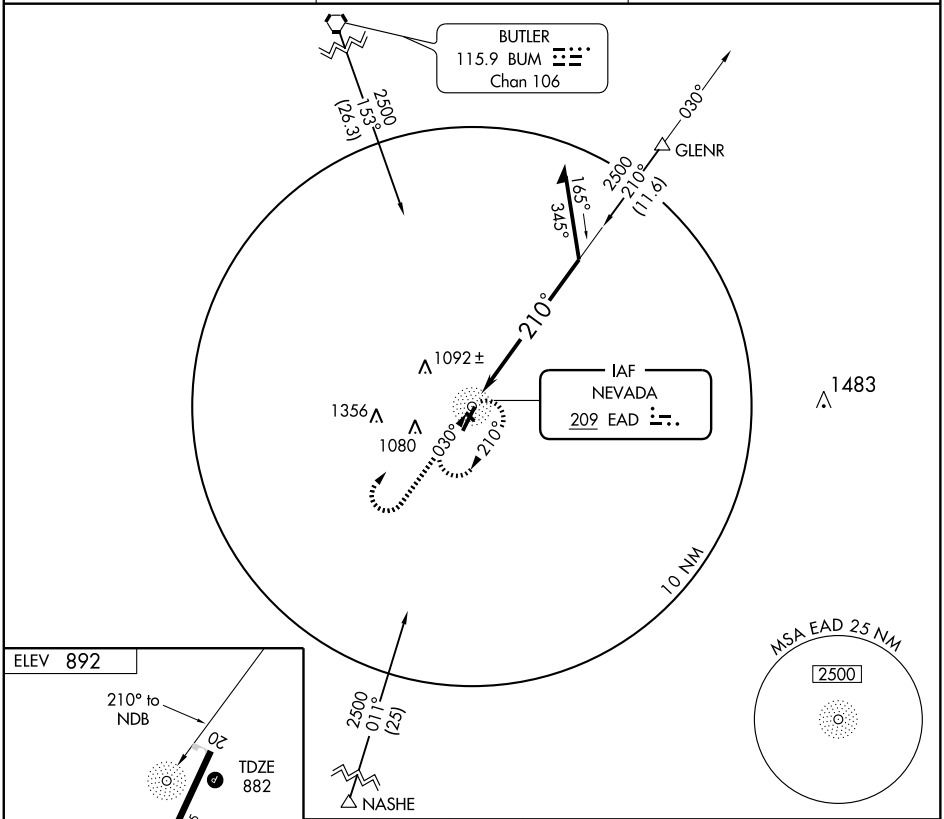
NEVADA MUNI (NVD)

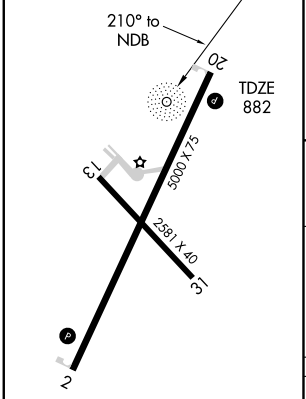
NA

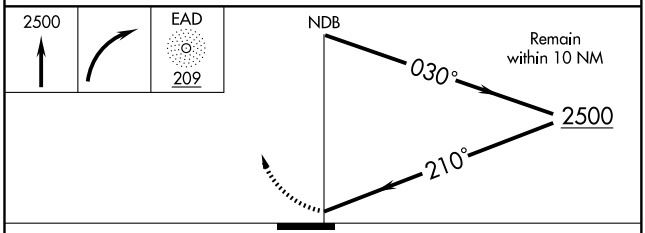
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct EAD NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.175 | 125.55 327.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1800-1¼ | 918 (1000-1¼) | 1800-2¾<br>918 (1000-2¾) | 1800-3<br>918 (1000-3) |
| CIRCLING | 1800-1¼ | 908 (1000-1¼) | 1800-2¾<br>908 (1000-2¾) | 1800-3<br>908 (1000-3) |

REIL Rwy 2-20 L
MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC BUM 115.9 Chan 106 | APP CRS 154° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 892 |
|---|---|---|

# VOR/DME or GPS-A

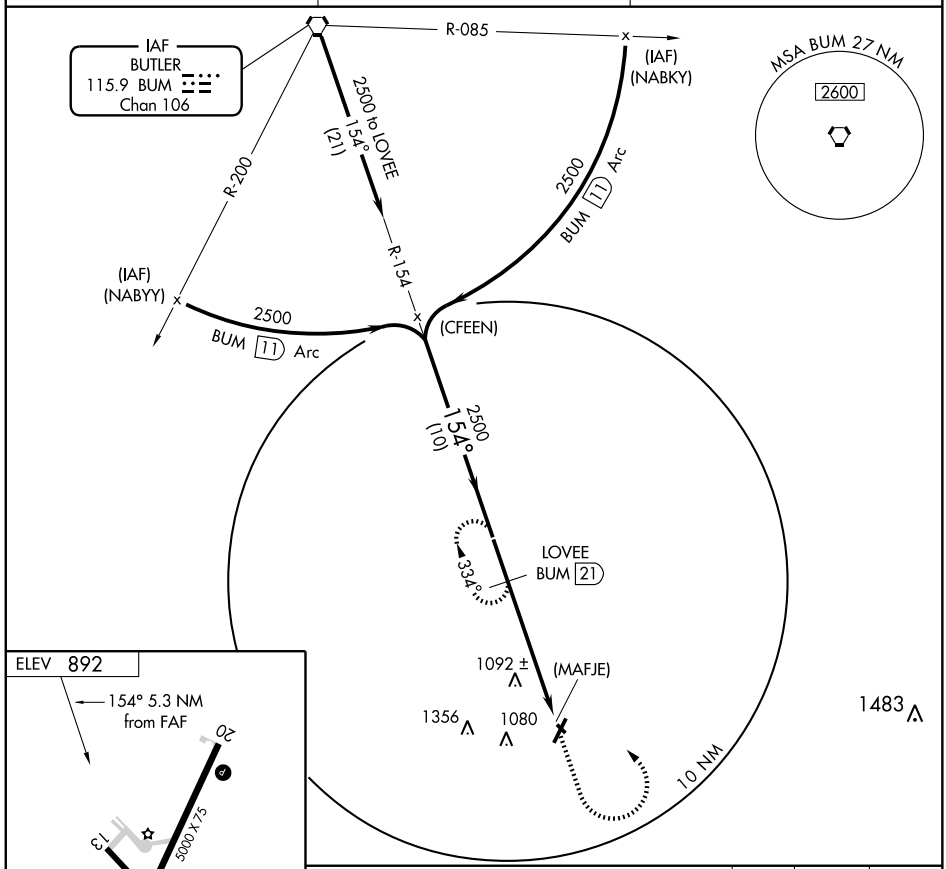
## NEVADA MUNI (NVD)

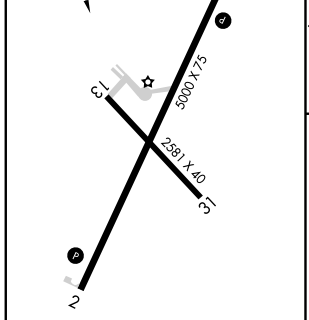
NA

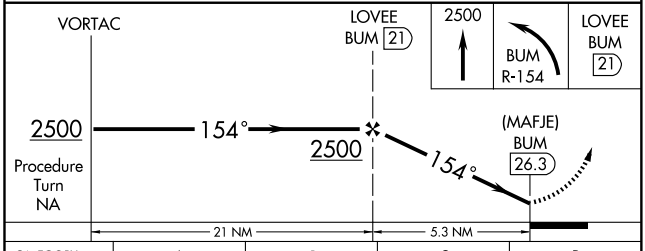
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE 21 DME and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.175 | 125.55 327.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1560-1<br>668 (700-1) | 1560-1¼<br>668 (700-1¼) | 1580-2<br>688 (700-2) | 1580-2¼<br>688 (700-2¼) |

REIL Rwy 2-20 L

MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

NEVADA, MISSOURI

AL-5831 (FAA)

# VOR/DME RNAV or GPS RWY 20

NEVADA MUNI (NVD)

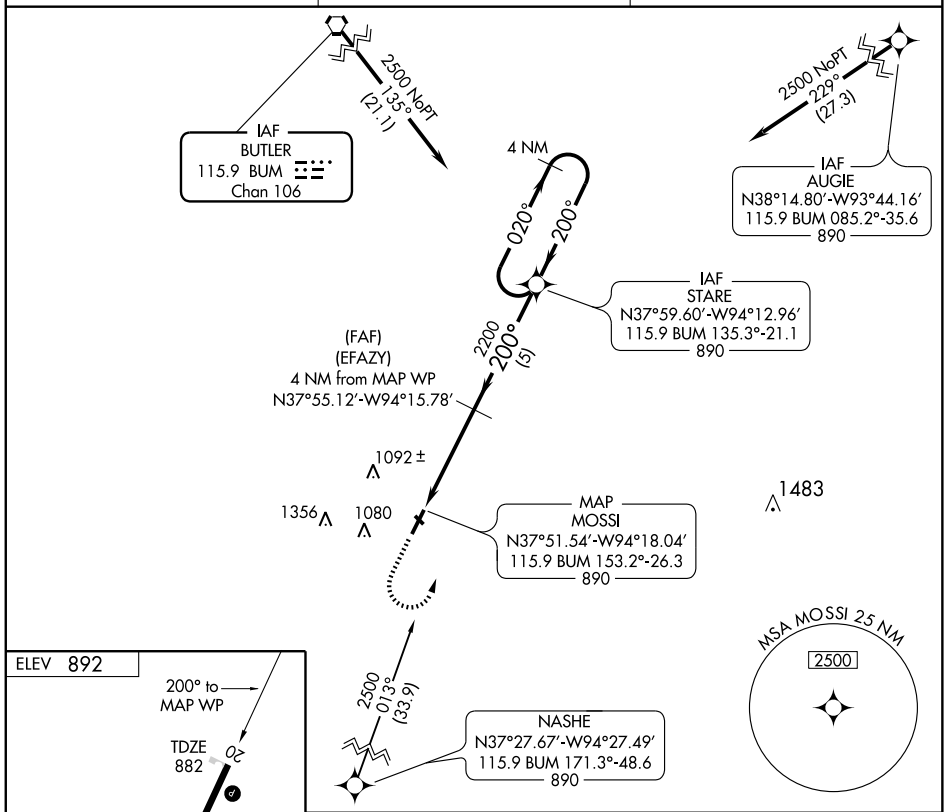
| VORTAC BUM 115.9 Chan 106 | APP CRS 200° | Rwy Idg 5000<br>TDZE 882<br>Apt Elev 892 |
|---|---|---|

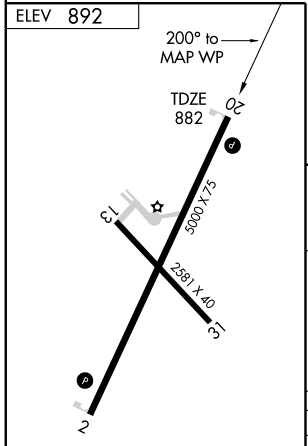
NA

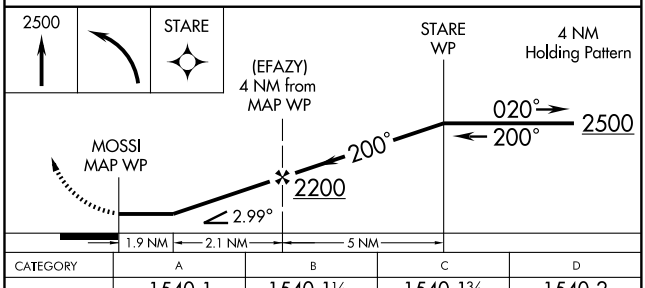
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn direct STARE WP and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.175 | 125.55 327.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1540-1<br>658 (700-1) | 1540-1¼<br>658 (700-1¼) | 1540-1¾<br>658 (700-1¾) | 1540-2<br>658 (700-2) |
| CIRCLING | 1540-1<br>648 (700-1) | 1540-1¼<br>648 (700-1¼) | 1580-2<br>688 (700-2) | 1580-2¼<br>688 (700-2¼) |

REIL Rwy 2-20 L

MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 82114 W18A | APP CRS 180° | Rwy Idg 3200<br>TDZE 295<br>Apt Elev 296 |
|---|---|---|

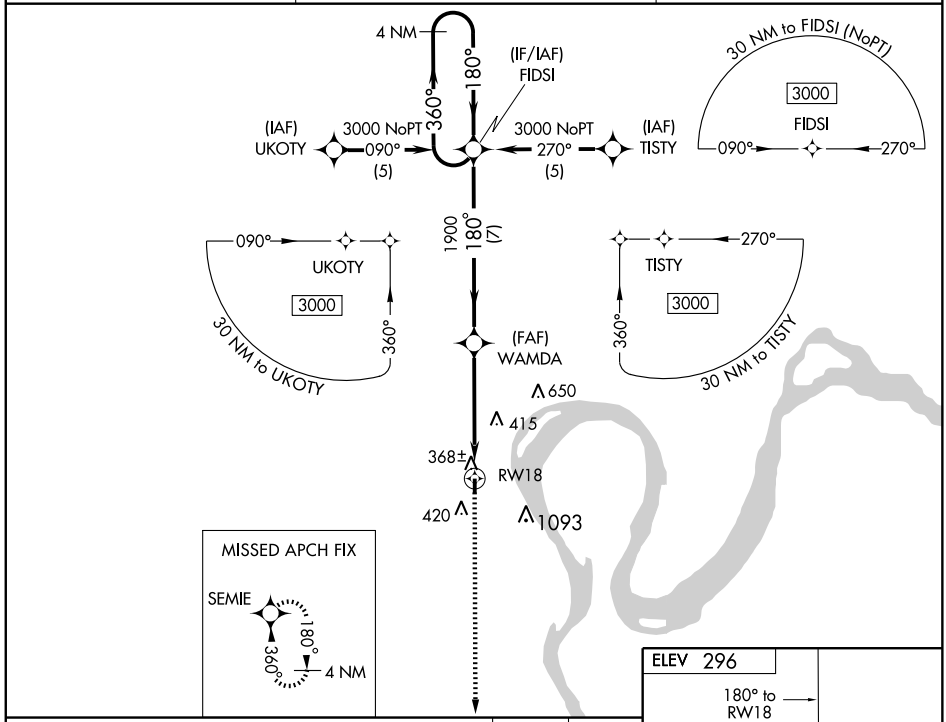
# RNAV (GPS) RWY 18

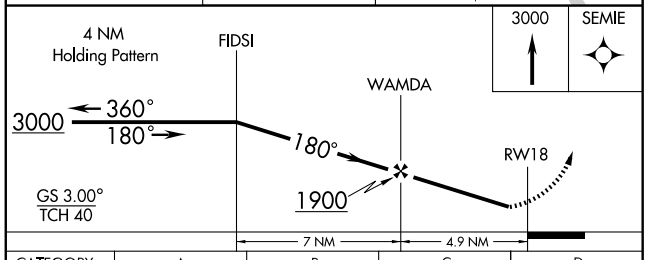
NEW MADRID/COUNTY MEMORIAL (EIW)

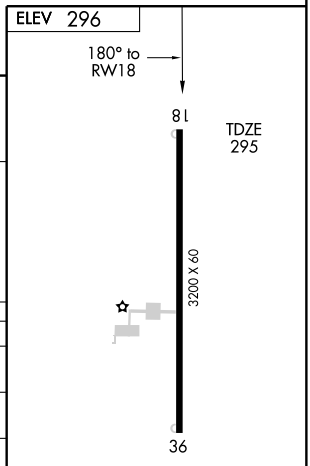
T NA — Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

| DYERSBURG AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 628-1¼ | 333 (400-1¼) | NA | |
| LNAV/VNAV DA | 1016-2½ | 721 (800-2½) | NA | |
| LNAV MDA | 800-1 | 505 (600-1) | NA | |
| CIRCLING | 860-1 | 564 (600-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 56414 W36A | APP CRS 360° | Rwy Idg 3200 TDZE 296 Apt Elev 296 |
|---|---|---|

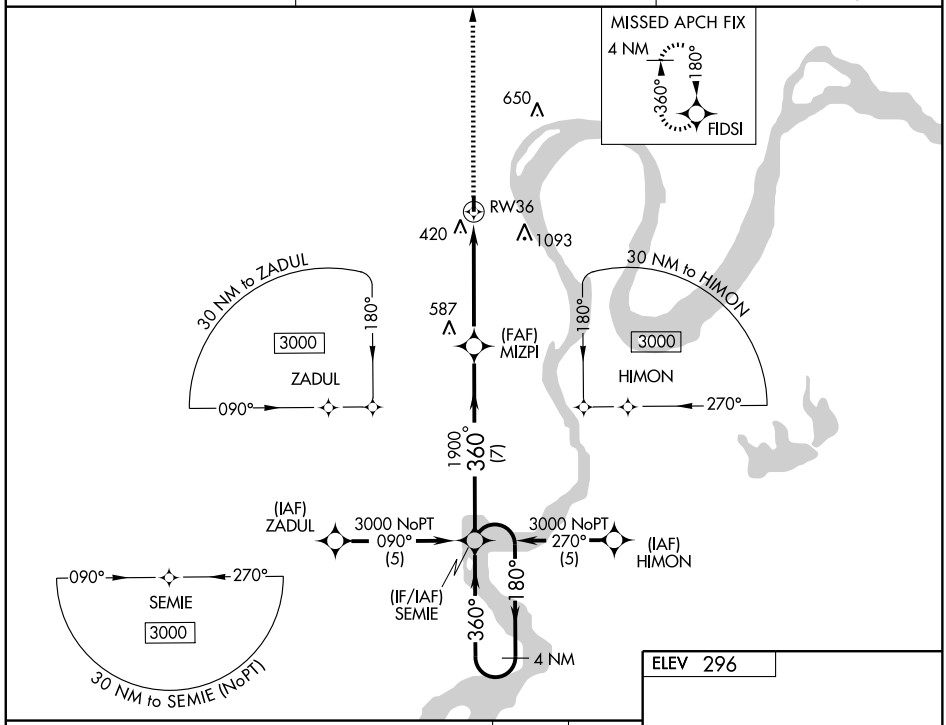
# RNAV (GPS) RWY 36

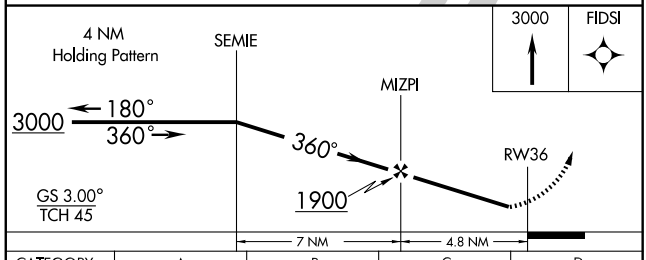
NEW MADRID/COUNTY MEMORIAL (EIW)

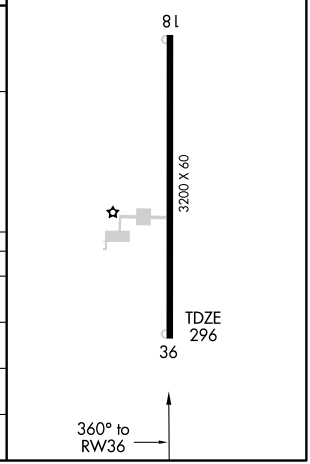
T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

| DYERSBURG AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 668-1¼ | 372 (400-1¼) | NA | |
| LNAV/VNAV DA | 900-2¼ | 604 (700-2¼) | NA | |
| LNAV MDA | 820-1 | 524 (600-1) | NA | |
| CIRCLING | 860-1 | 564 (600-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC MAW | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.2 | 091° | TDZE | N/A |
| Chan 49 | | Apt Elev | 296 |

# VOR/DME-A

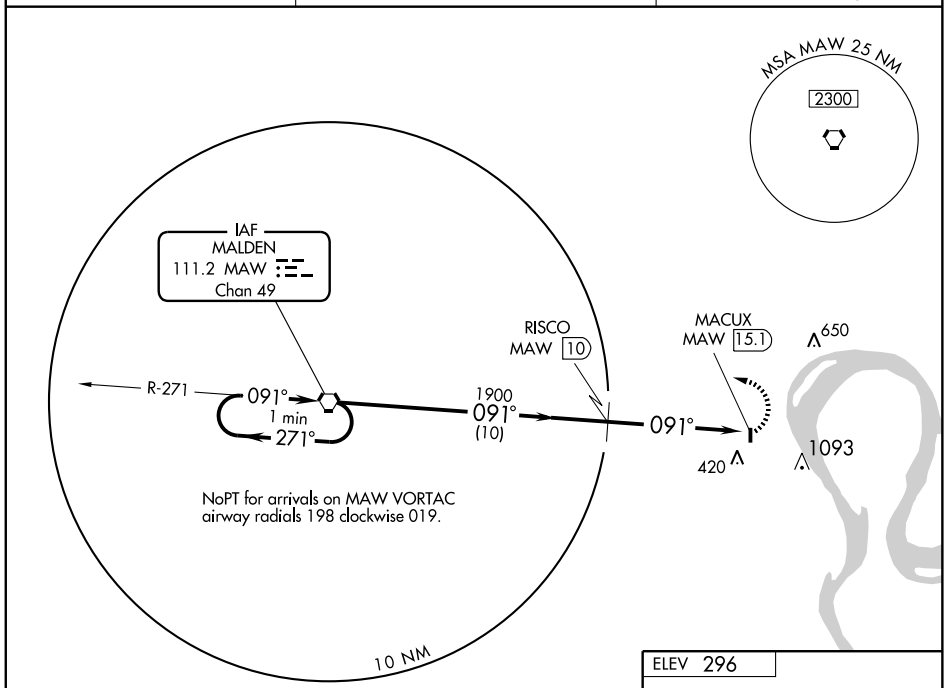
## NEW MADRID/COUNTY MEMORIAL (EIW)

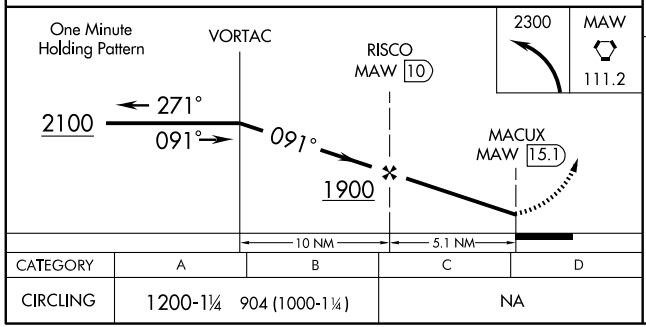
Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.

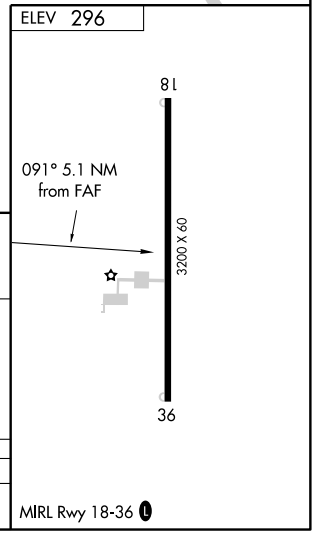
NA

MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

| DYERSBURG AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1¼ 904 (1000-1¼) | | NA | |

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

OSAGE BEACH, MISSOURI

AL-6480 (FAA)

| APP CRS | Rwy Idg | 3205 |
|---|---|---|
| 140° | TDZE | 875 |
| | Apt Elev | 875 |

# RNAV (GPS) RWY 14

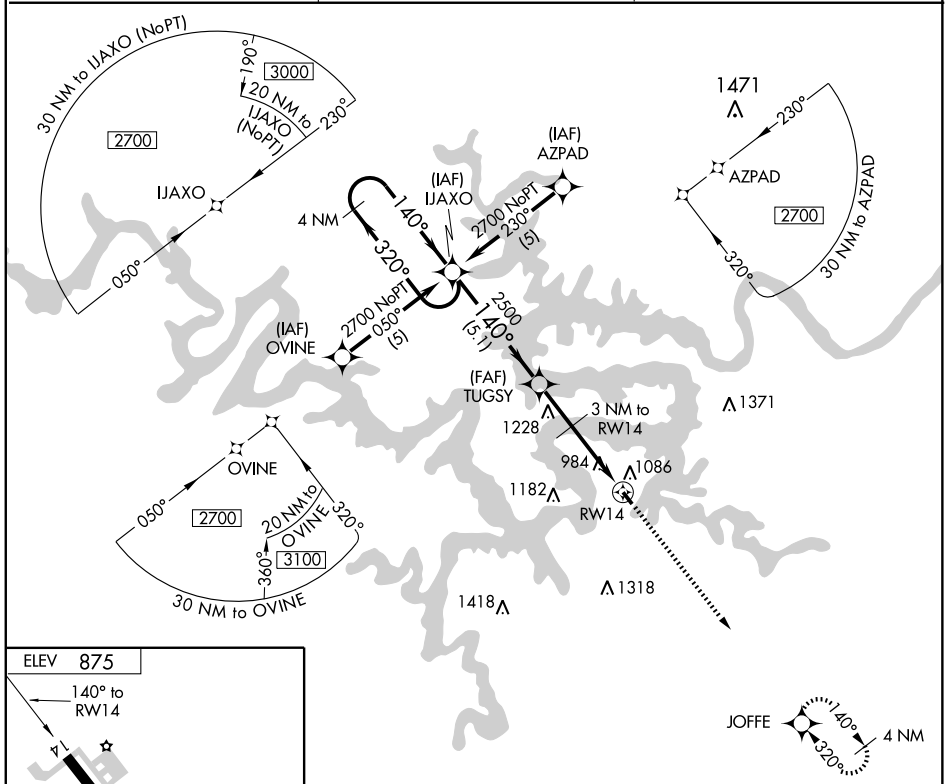
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

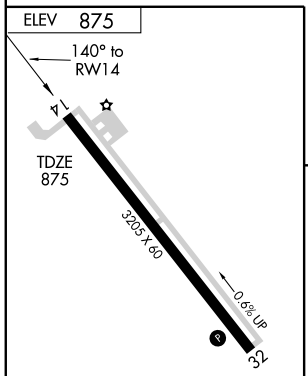
T
A NA

Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

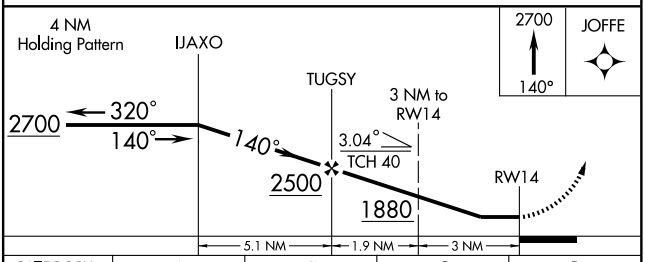
MISSED APPROACH: Climb to 2700 via 140° course to JOFFE WP and hold.

| KAISER (LAKE OZARK) AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 525 (600-1) | | NA | |
| CIRCLING | 1460-1 585 (600-1) | | NA | |

NC-3, 08 APR 2010 to 06 MAY 2010

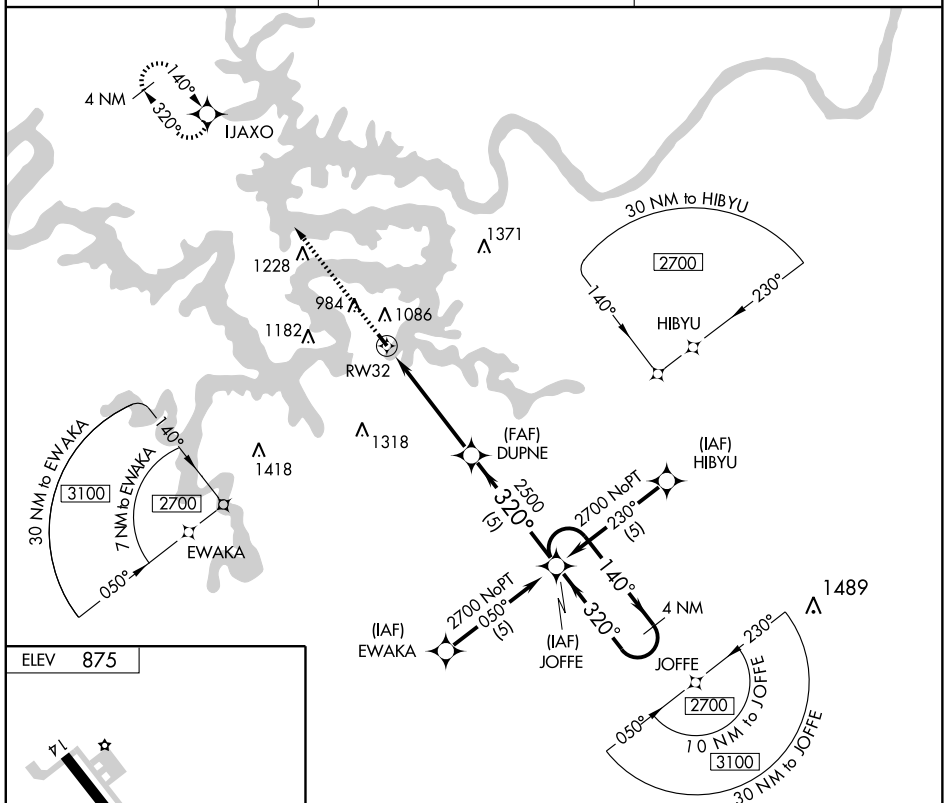
| APP CRS | Rwy Idg | 3205 |
|---|---|---|
| 320° | TDZE | 875 |
| | Apt Elev | 875 |

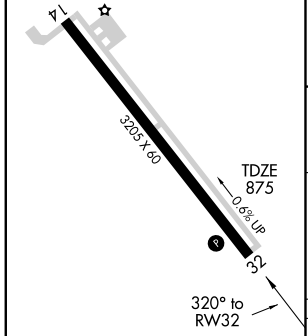
# RNAV (GPS) RWY 32

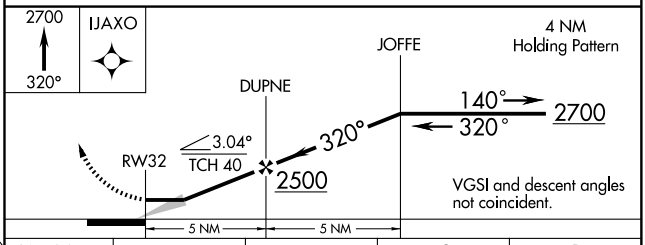
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

| | |
|---|---|
| T NA — Use Lee C. Fine Memorial altimeter setting. GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. | MISSED APPROACH: Climb to 2700 via 320° course to IJAXO WP and hold. |

| KAISER (LAKE OZARK) AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 485 (500-1) | | NA | |
| CIRCLING | 1460-1 585 (600-1) | | NA | |

MIRL Rwy 14-32 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME SHY | APP CRS | Rwy Idg | 3205 |
|---|---|---|---|
| 108.4 | 313° | TDZE | 875 |
| Chan 21 | | Apt Elev | 875 |

# VOR RWY 32

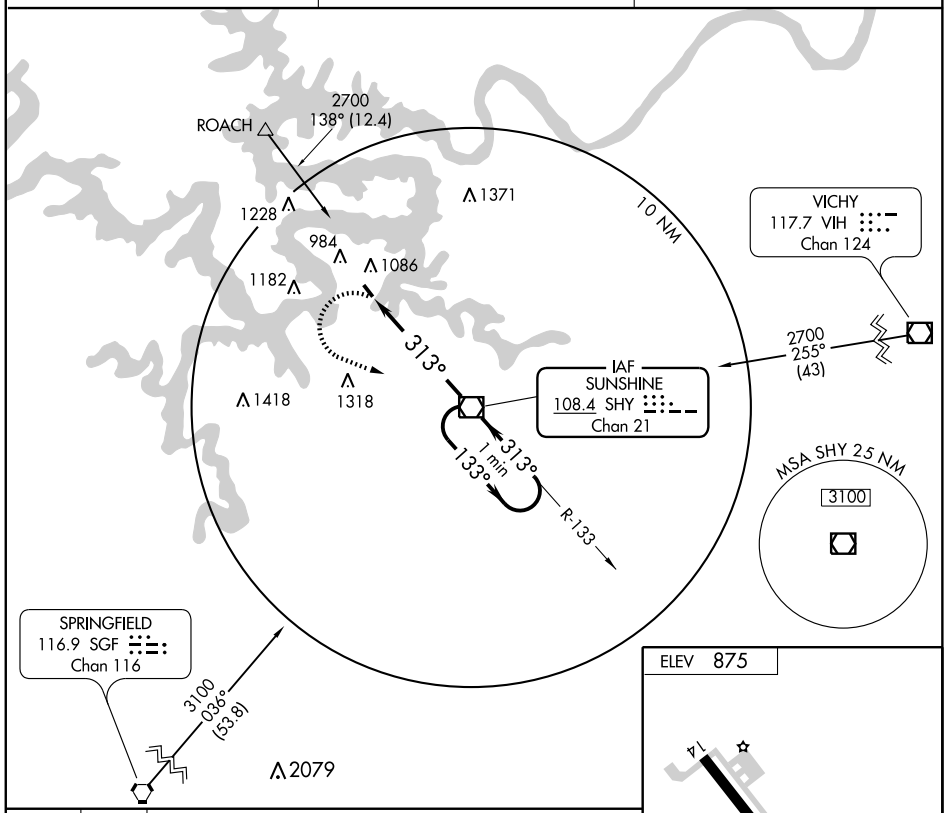
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

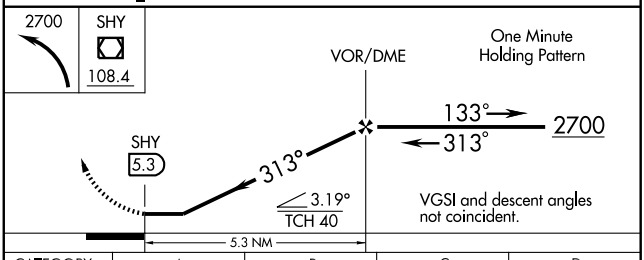
T
NA

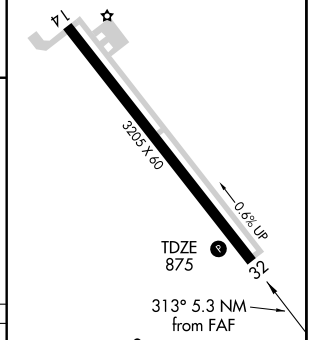
Use Lee C. Fine Memorial altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

| KAISER (LAKE OZARK) AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




MIRL Rwy 14-32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1320-1 | 445 (500-1) | NA | |
| CIRCLING | 1460-1 | 585 (600-1) | NA | |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

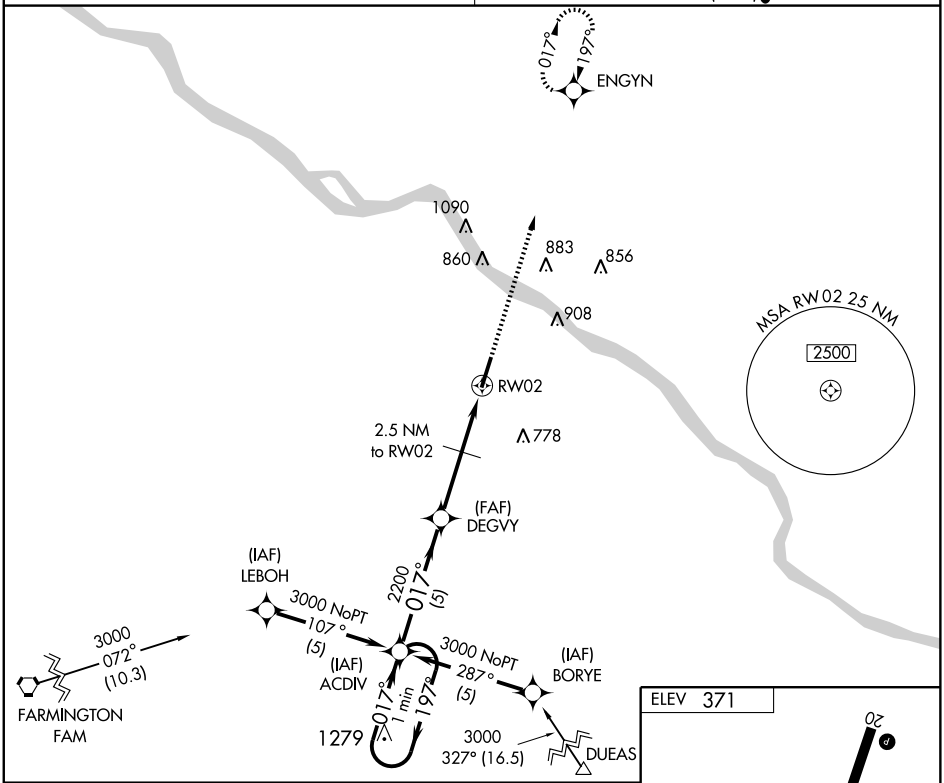
NC-3. 08 APR 2010 to 06 MAY 2010

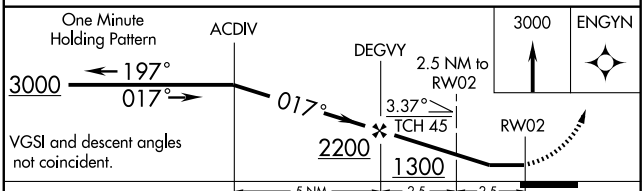
| APP CRS | Rwy Idg | 6483 |
|---|---|---|
| 017° | TDZE | 370 |
| | Apt Elev | 371 |

# GPS RWY 2

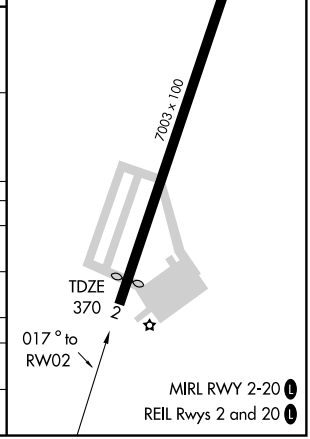
PERRYVILLE MUNI (K02)

| NA Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting. | MISSED APPROACH: Climb to 3000 direct ENGYN WP and hold. |
|---|---|
| KANSAS CITY CENTER 127.47 291.7 | UNICOM 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 980-1 610 (700-1) | | 980-1¾ 610 (700-1¾) | 980-2 610 (700-2) |
| CIRCLING | 980-1 609 (700-1) | | 1020-1¾ 649 (700-1¾) | 1020-2 649 (700-2) |
| CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 1080-1 710 (800-1) | | 1080-2 710 (800-2) | 1080-2¼ 710 (800-2¼) |
| CIRCLING | 1080-1 709 (800-1) | | 1120-2¼ 749 (800-2¼) | 1120-2½ 749 (800-2½) |




NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 7003 |
|---|---|---|
| 197° | TDZE | 371 |
| | Apt Elev | 371 |

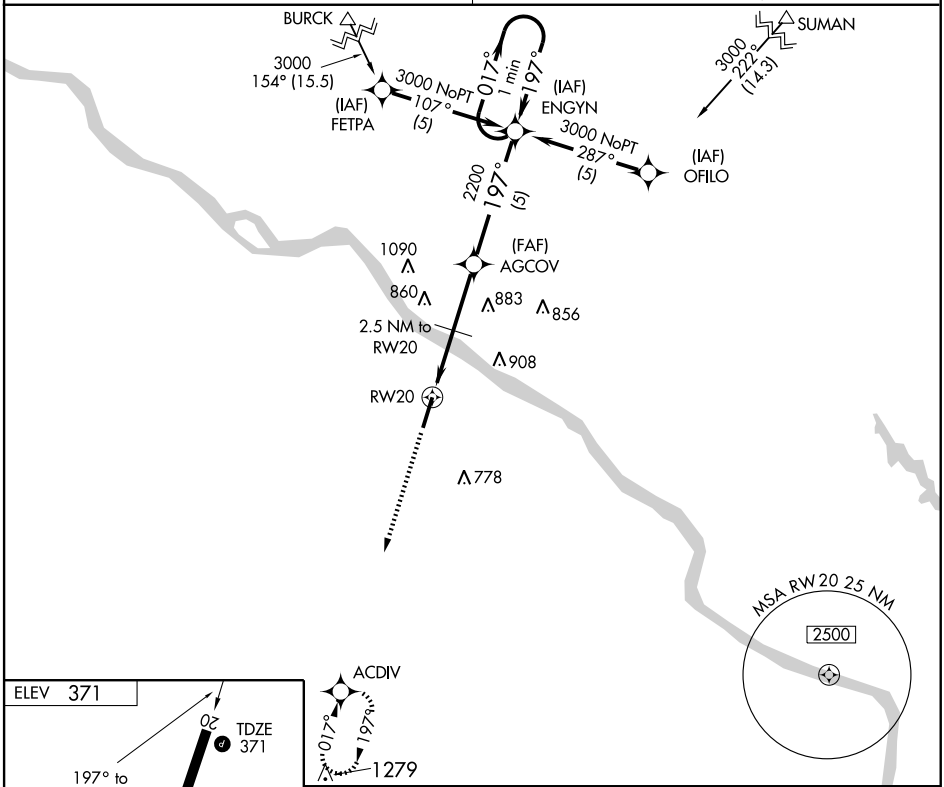
# GPS RWY 20

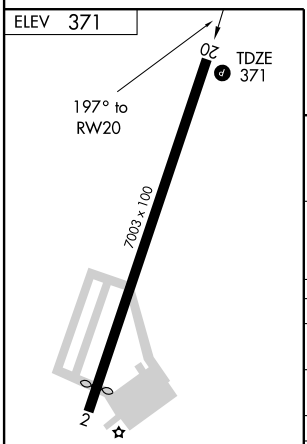
PERRYVILLE MUNI (KØ2)

NA — Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.

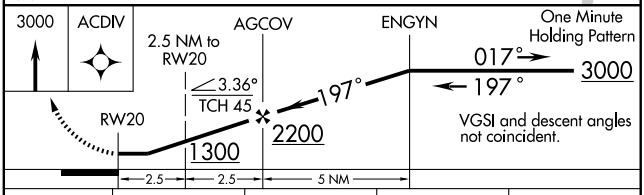
MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.47 291.7 | 122.8 (CTAF) L |




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 980-1 609 (700-1) | | 980-1¾ 609 (700-1¾) | 980-2 609 (700-2) |
| CIRCLING | 980-1 609 (700-1) | | 1020-1¾ 649 (700-1¾) | 1020-2 649 (700-2) |
| CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 1080-1 709 (800-1) | | 1080-2 709 (800-2) | 1080-2¼ 709 (800-2¼) |
| CIRCLING | 1080-1 709 (800-1) | | 1120-2¼ 749 (800-2¼) | 1120-2½ 749 (800-2½) |

NC-3, 08 APR 2010 to 06 MAY 2010

| VORTAC FAM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.7 | 056° | TDZE | N/A |
| Chan 104 | | Apt Elev | 371 |

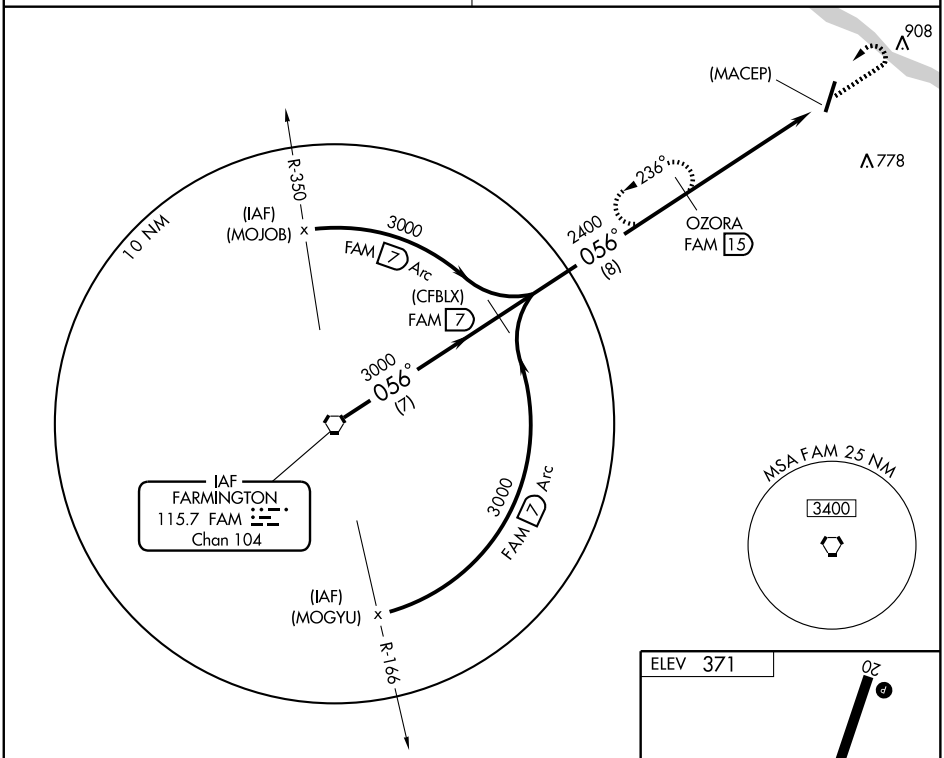
# VOR/DME or GPS-A

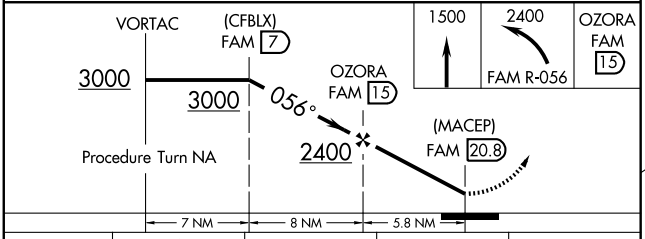
## PERRYVILLE MUNI (KØ2)

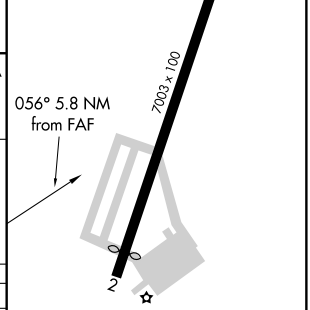
NA — Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via FAM R-056 to OZORA 15 DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.47 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1<br>649 (700-1) | 1020-1¼<br>649 (700-1¼) | 1020-1¾<br>649 (700-1¾) | 1100-2¼<br>729 (800-2¼) |
| CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1160-1<br>789 (800-1) | 1160-1¼<br>789 (800-1¼) | 1160-2¼<br>789 (800-2¼) | 1260-3<br>889 (900-3) |

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

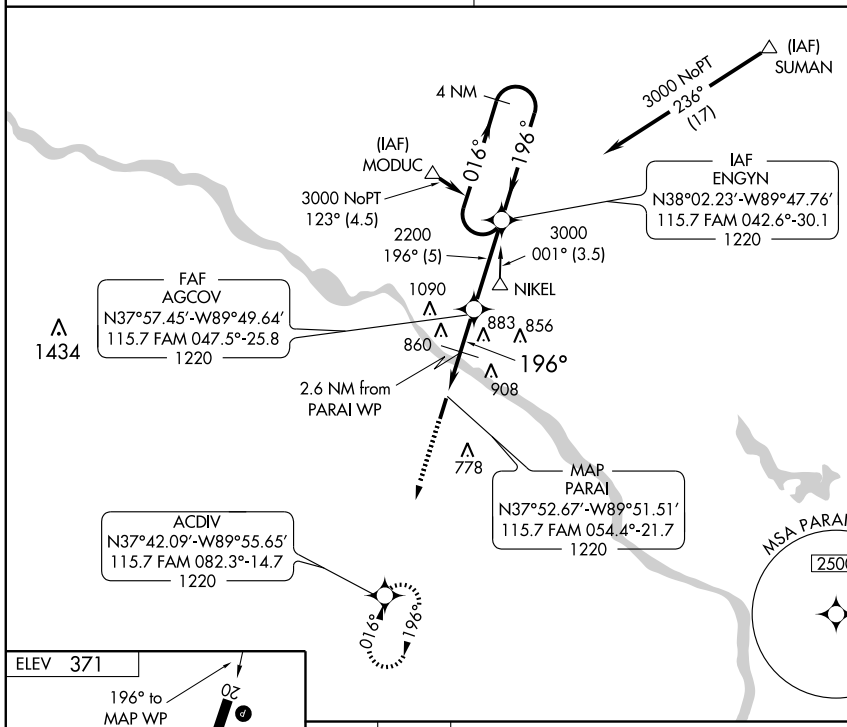
NC-3. 08 APR 2010 to 06 MAY 2010

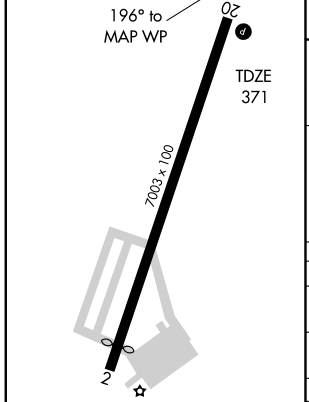
| APP CRS | Rwy Idg | 7003 |
|---|---|---|
| 196° | TDZE | 371 |
| | Apt Elev | 371 |

# VOR/DME RNAV RWY 20

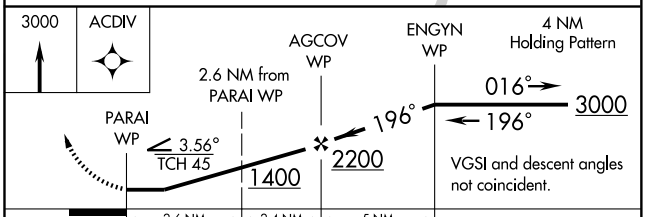
PERRYVILLE MUNI (KØ2)

| NA | Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting. | MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold. |
|---|---|---|
| KANSAS CITY CENTER 127.47 291.7 | | UNICOM 122.8 (CTAF) L |




REIL Rwy 2 and 20 L
MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1120-1<br>749 (800-1) | 1120-1¼<br>749 (800-1¼) | 1120-2¼<br>749 (800-2¼) | 1120-2½<br>749 (800-2½) |
| CIRCLING | 1120-1<br>749 (800-1) | 1120-1¼<br>749 (800-1¼) | 1120-2¼<br>749 (800-2¼) | 1120-2½<br>749 (800-2½) |
| CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 1220-1<br>849 (900-1) | 1220-1¼<br>849 (900-1¼) | 1220-2½<br>849 (900-2½) | 1220-2¾<br>849 (900-2¾) |
| CIRCLING | 1220-1<br>849 (900-1) | 1220-1¼<br>849 (900-1¼) | 1220-2½<br>849 (900-2½) | 1220-2¾<br>849 (900-2¾) |

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3625 |
|---|---|---|
| 116° | TDZE | 938 |
| | Apt Elev | 938 |

# GPS RWY 11

POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

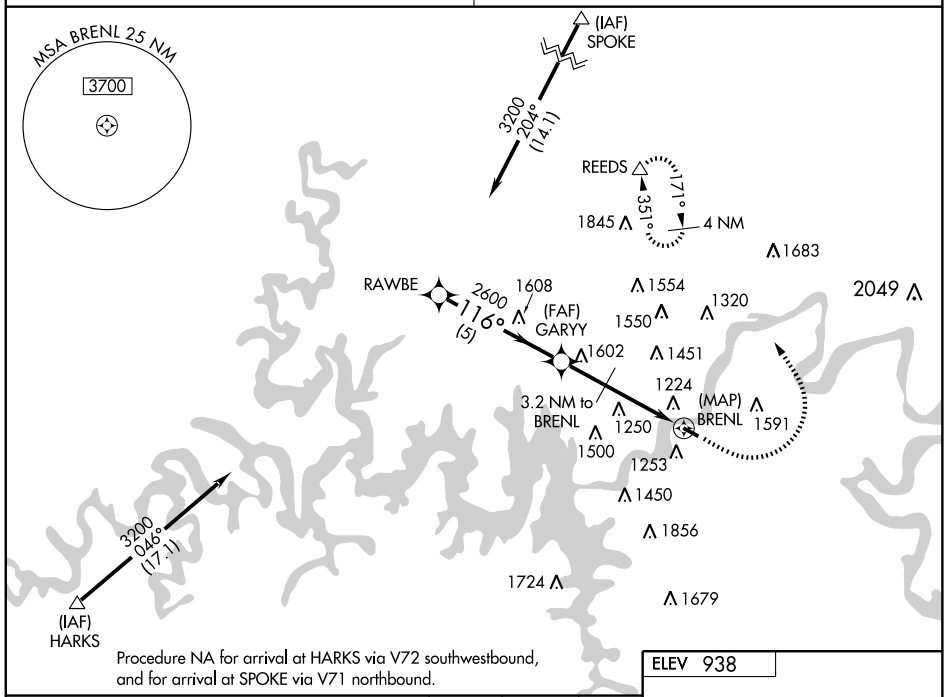
T
NA

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

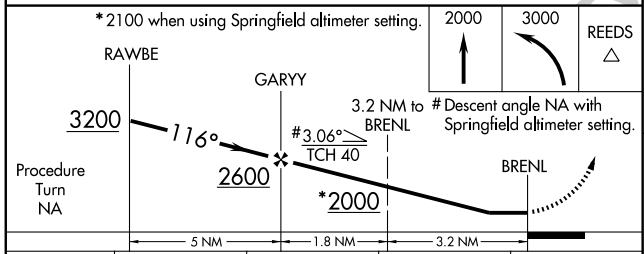
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.

SPRINGFIELD APP CON
**126.35**

UNICOM
**122.7** (CTAF) L

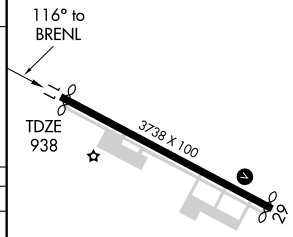



Procedure NA for arrival at HARKS via V72 southwestbound, and for arrival at SPOKE via V71 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1520-1 582 (600-1) | | 1520-1½ 582 (600-1½) | NA |
| CIRCLING | 1600-1 662 (700-1) | | 1600-1¾ 662 (700-1¾) | NA |
| SPRINGFIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-11 | 1660-1 722 (800-1) | | 1660-2 722 (800-2) | NA |
| CIRCLING | 1740-1 802 (900-1) | 1740-1¼ 802 (900-1¼) | 1740-2¼ 802 (900-2¼) | NA |

ELEV 938




REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3. 08 APR 2010 to 06 MAY 2010

POINT LOOKOUT, MISSOURI

AL-5750 (FAA)

| VORTAC DGD | APP CRS | Rwy Idg | 3652 |
|---|---|---|---|
| 109.4 | 293° | TDZE | 938 |
| Chan 31 | | Apt Elev | 938 |

# VOR/DME RNAV or GPS RWY 29

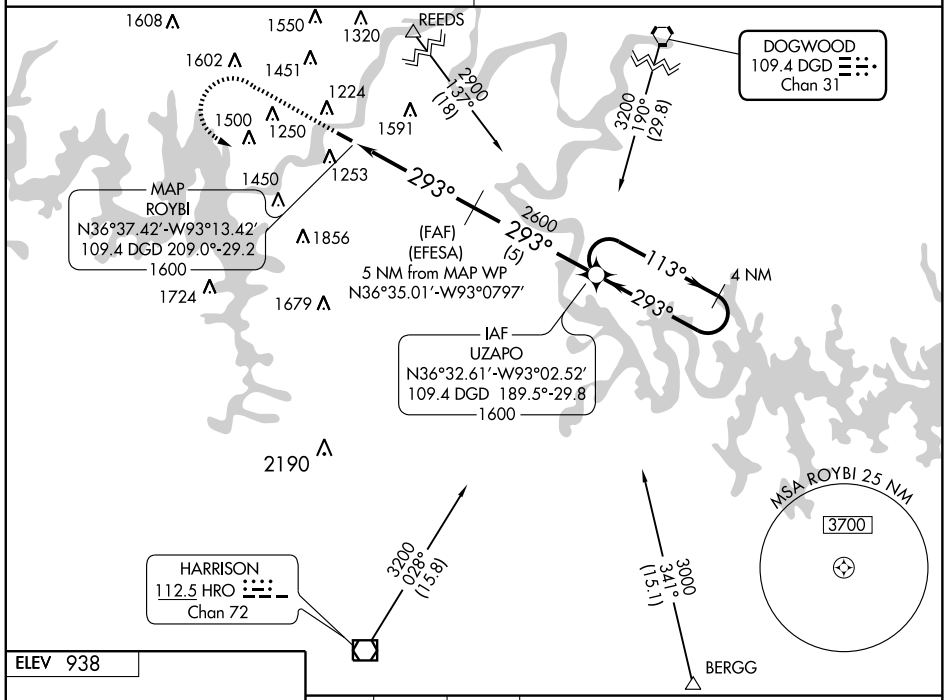
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

T
NA Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

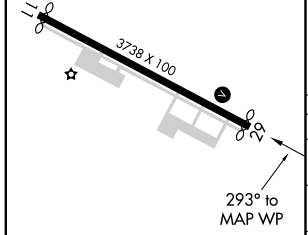
MISSED APPROACH: Climb to 2900 then left turn direct UZAPO WP and hold.

SPRINGFIELD APP CON
**126.35**

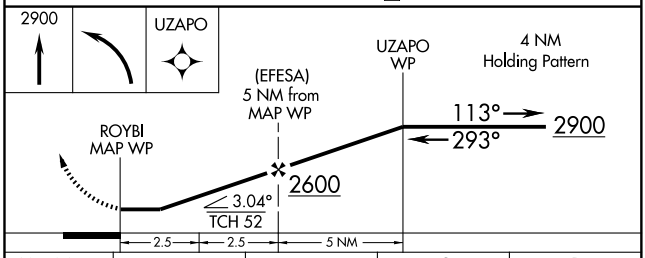
UNICOM
**122.7** (CTAF) L




ELEV 938




REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1800-1<br>862 (900-1) | 1800-1¼<br>862 (900-1¼) | 1800-2½<br>862 (900-2½) | NA |
| CIRCLING | 1800-1<br>862 (900-1) | 1800-1¼<br>862 (900-1¼) | 1800-2½<br>862 (900-2½) | NA |
| SPRINGFIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-29 | 1940-1¼<br>1002 (1100-1¼) | 1940-1½<br>1002 (1100-1½) | 1940-3<br>1002 (1100-3) | NA |
| CIRCLING | 1940-1¼<br>1002 (1100-1¼) | 1940-1½<br>1002 (1100-1½) | 1940-3<br>1002 (1100-3) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

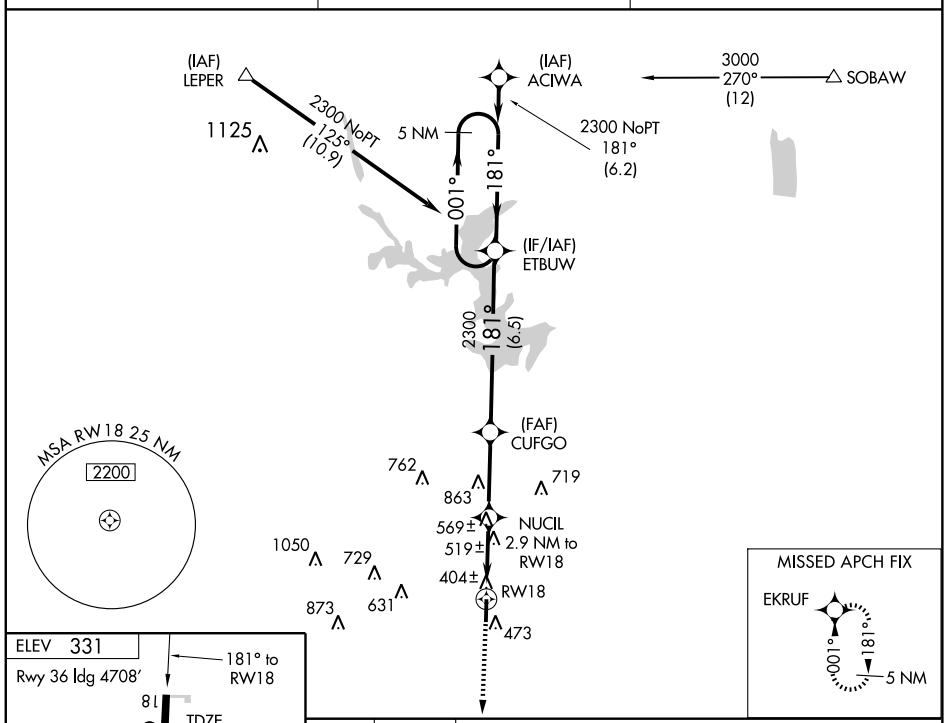
| WAAS | APP CRS | Rwy Idg 5008 |
|---|---|---|
| CH 97499 | 181° | TDZE 331 |
| W18A | | Apt Elev 331 |

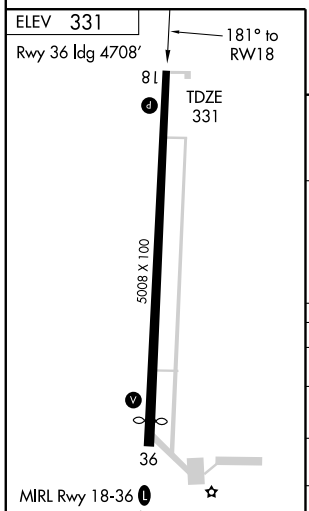
# RNAV (GPS) RWY 18
## POPLAR BLUFF MUNI (POF)

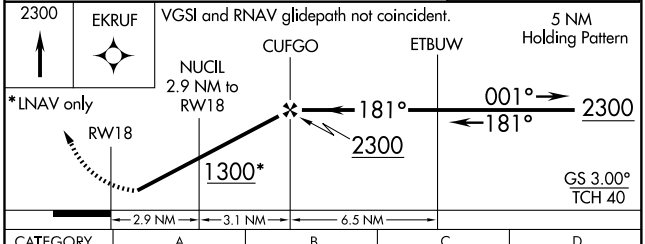
Baro-VNAV NA when using Cape Girardeau altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 120.075 289.4 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 634-1 303 (400-1) | | | |
| LNAV/VNAV DA | 675-1¼ 344 (400-1¼) | | | |
| LNAV MDA | 800-1 469 (500-1) | | 800-1¼ 469 (500-1¼) | 800-1½ 469 (500-1½) |
| CIRCLING | 840-1 509 (600-1) | | 840-1½ 509 (600-1½) | 900-2 569 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4708 |
|---|---|---|---|
| CH 56399 | 001° | TDZE | 331 |
| W36A | | Apt Elev | 331 |

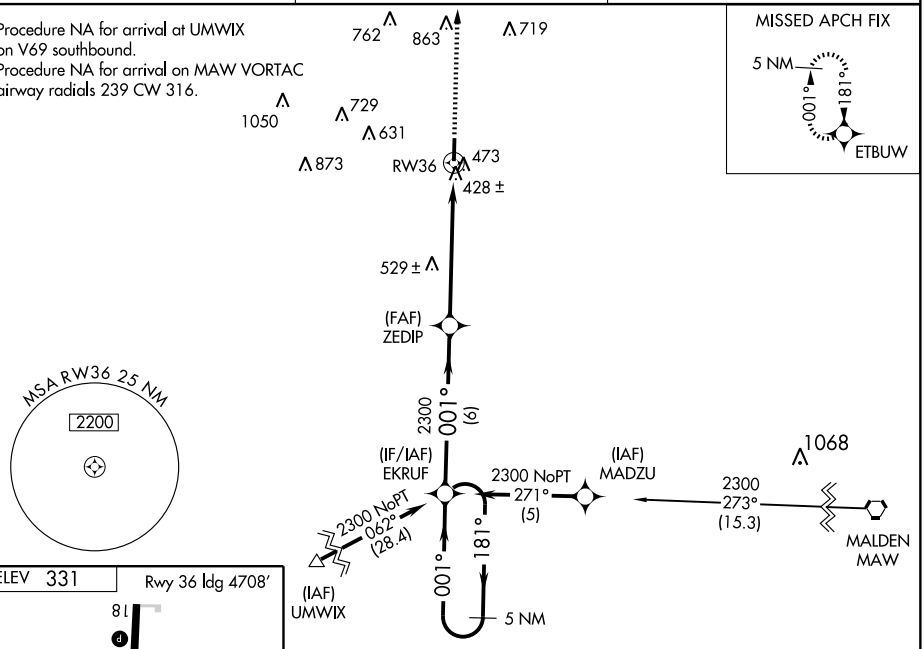
# RNAV (GPS) RWY 36
## POPLAR BLUFF MUNI (POF)

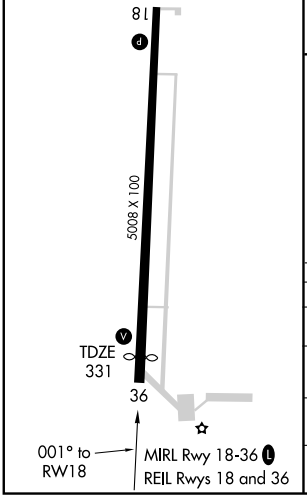
T A Baro-VNAV NA when using Cape Girardeau altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.
VDP NA when using Cape Girardeau altimeter setting.

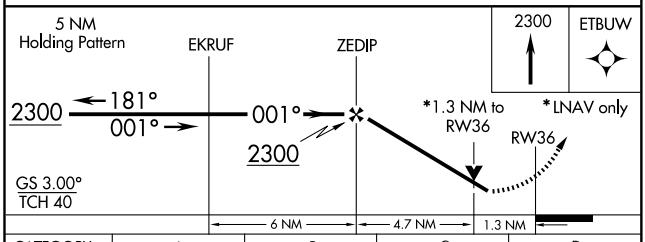
MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 120.075 289.4 | 123.0 (CTAF) L |

Procedure NA for arrival at UMWIX on V69 southbound.
Procedure NA for arrival on MAW VORTAC airway radials 239 CW 316.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 669-1¼ 338 (400-1¼) | | | |
| LNAV/VNAV DA | 773-1½ 442 (500-1½) | | | |
| LNAV MDA | 780-1 449 (500-1) | | 780-1¼ 449 (500-1¼) | 780-1½ 449 (500-1½) |
| CIRCLING | 840-1 509 (600-1) | | 840-1½ 509 (600-1½) | 900-2 569 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

POPLAR BLUFF, MISSOURI

| SDF FDI | APP CRS | Rwy Idg | 4708 |
|---|---|---|---|
| 108.7 | 358° | TDZE | 330 |
| | | Apt Elev | 331 |

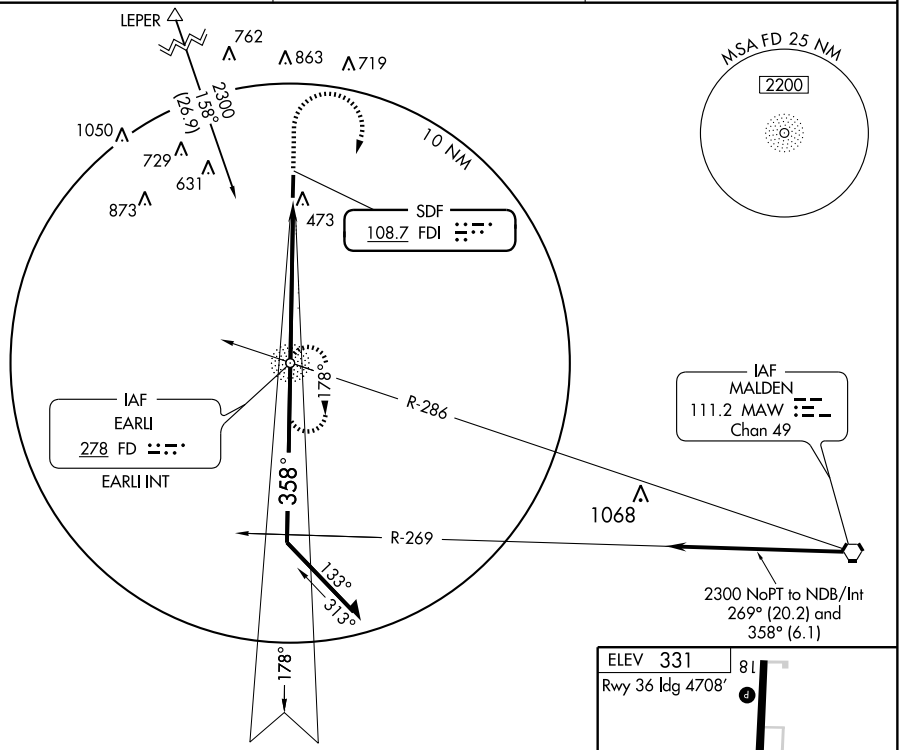
AL-5622 (FAA)

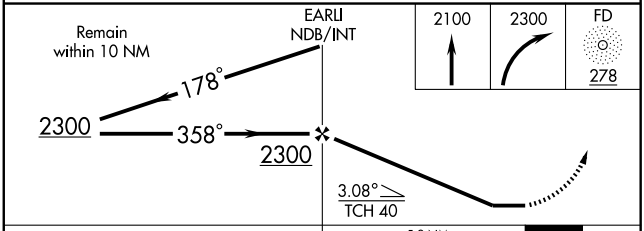
# SDF RWY 36

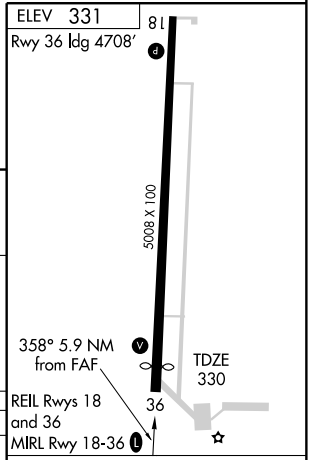
POPLAR BLUFF MUNI (POF)

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLI NDB/Int and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 120.075 289.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 680-1 350 (400-1) | | | 680-1¼ 350 (400-1¼) |
| CIRCLING | 840-1 509 (600-1) | | 840-1½ 509 (600-1½) | 900-2 569 (600-2) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 031° | TDZE | 959 |
| | Apt Elev | 959 |

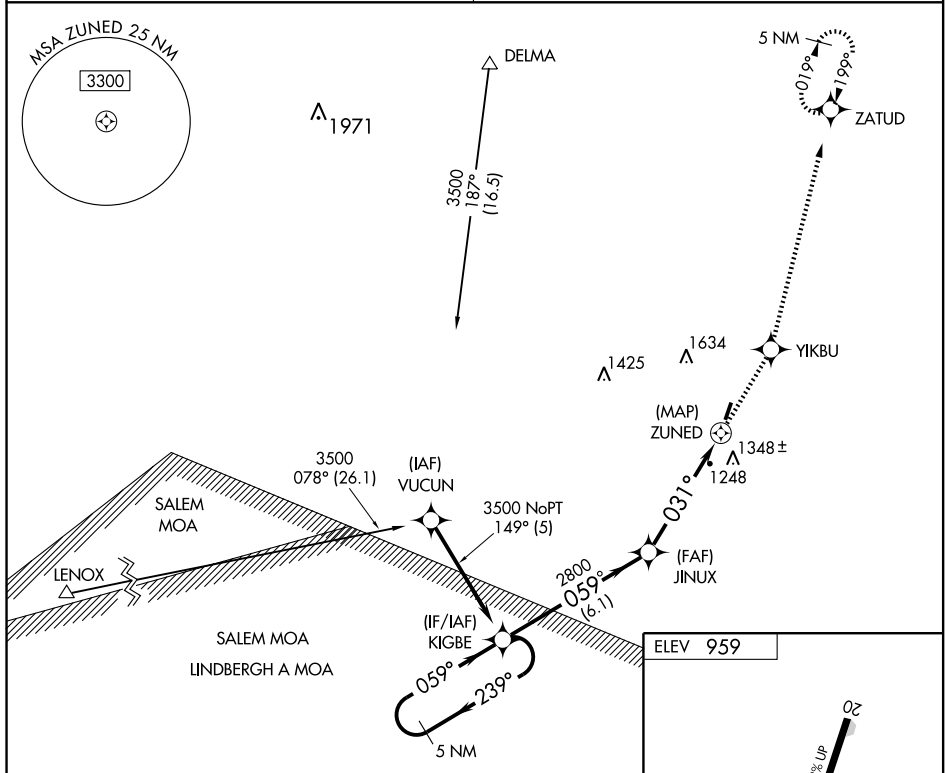
# RNAV (GPS) RWY 2

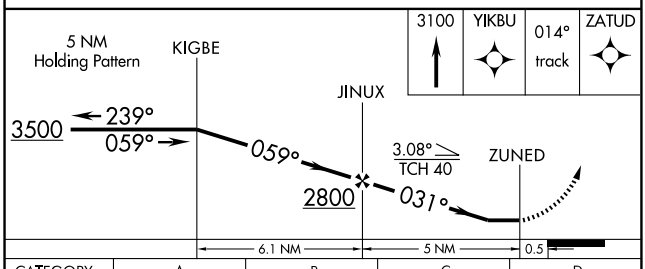
POTOSI/ WASHINGTON COUNTY (8WC)

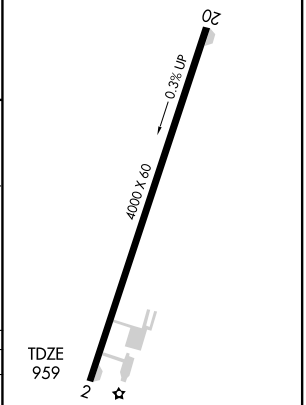
Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1660-1 | 701 (800-1) | 1660-2<br>701 (800-2) | NA |
| CIRCLING | 1660-1 | 701 (800-1) | 1660-2<br>701 (800-2) | NA |

MIRL Rwy 2-20 (L)

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 199° | TDZE | 956 |
| | Apt Elev | 959 |

# RNAV (GPS) RWY 20

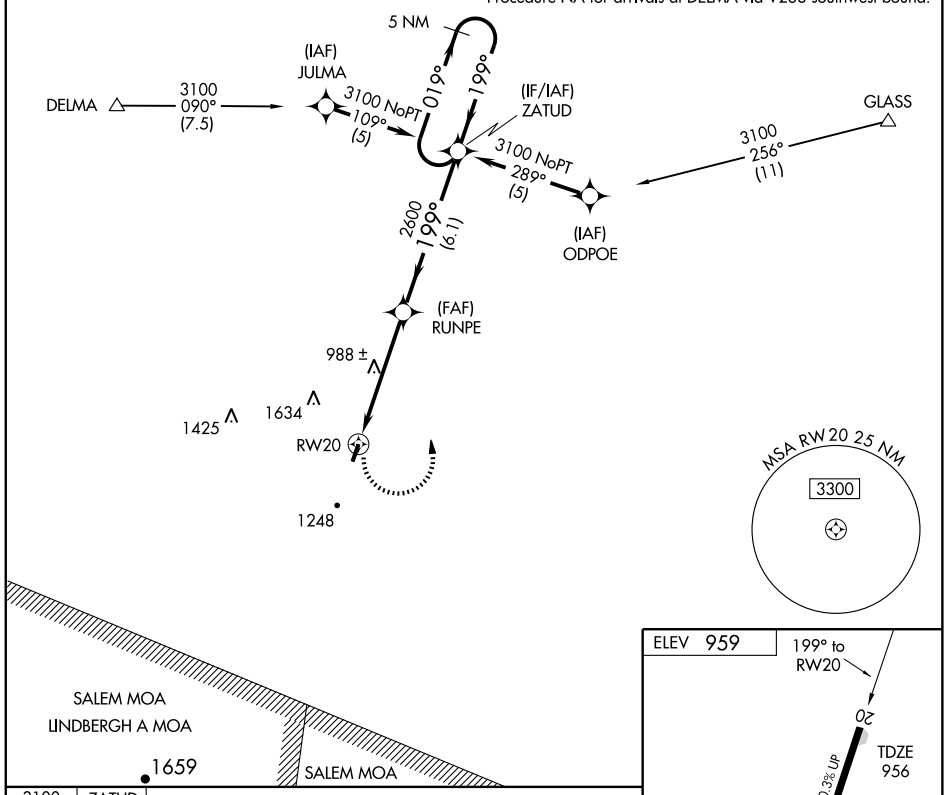
POTOSI/ WASHINGTON COUNTY (8WC)

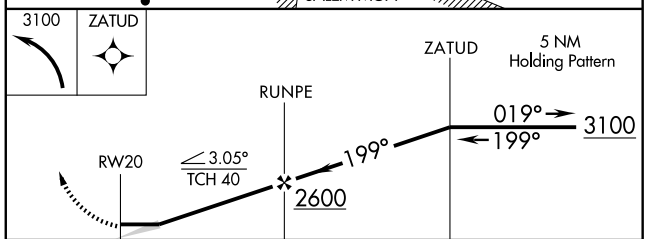
DME/DME RNP- 0.3 NA. Circling NA west of Rwy 2-20. Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 3100 direct ZATUD and hold.

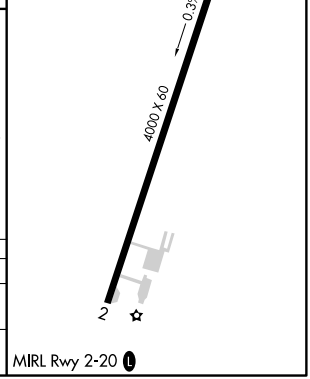
| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 123.0 (CTAF) L |

Procedure NA for arrivals at DELMA via V238 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 404 (500-1) | | 1360-1¼ 404 (500-1¼) | NA |
| CIRCLING | 1560-1 601 (700-1) | 1580-1 621 (700-1) | 1620-1¾ 661 (700-1¾) | NA |




MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME VIH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.7 | 195° | TDZE | N/A |
| Chan 124 | | Apt Elev | 987 |

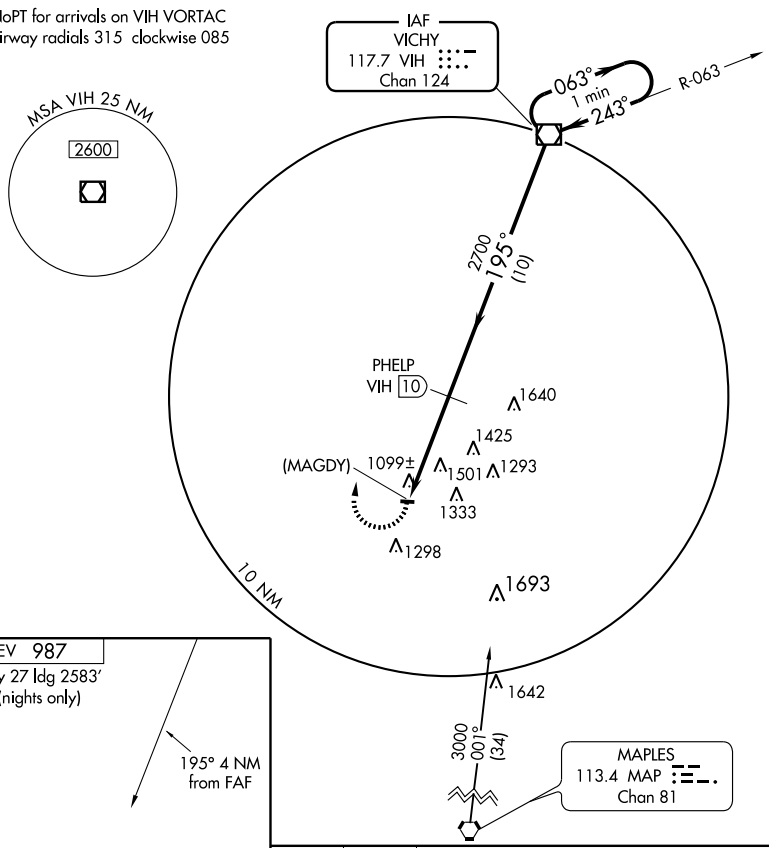
# VOR/DME or GPS-A
## ROLLA DOWNTOWN (KØ7)

Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2700 direct to VIH VOR/DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 122.8 (CTAF) |

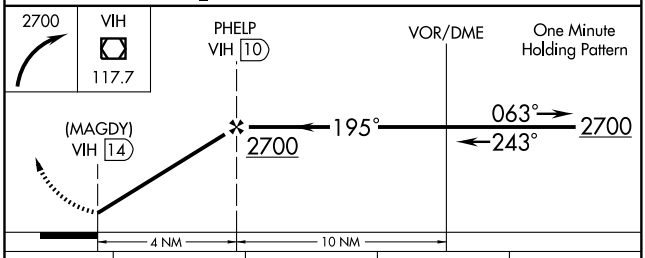
NoPT for arrivals on VIH VORTAC airway radials 315 clockwise 085




ELEV 987
Rwy 27 ldg 2583′
(nights only)

195° 4 NM from FAF




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1800-1<br>813 (900-1) | 1840-1¼<br>853 (900-1¼) | NA | |

LIRL Rwy 9-27 (L)

NC-3. 08 APR 2010 to 06 MAY 2010

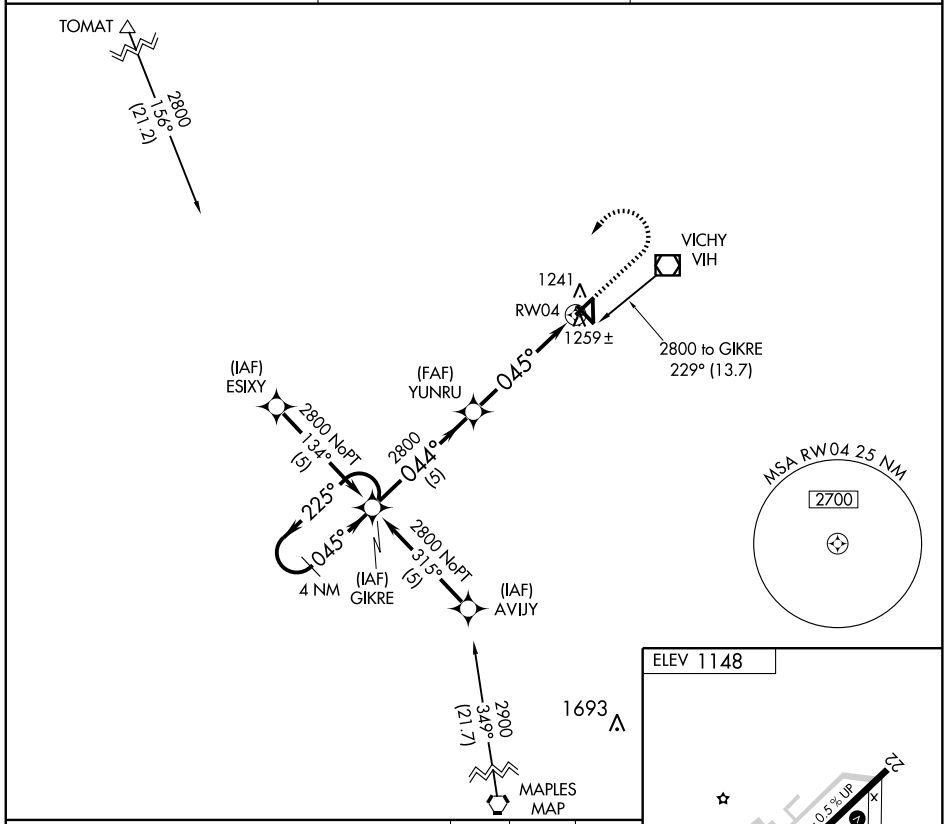
| APP CRS | | |
|---|---|---|
| 045° | Rwy Idg | 5287 |
| | TDZE | 1137 |
| | Apt Elev | 1148 |

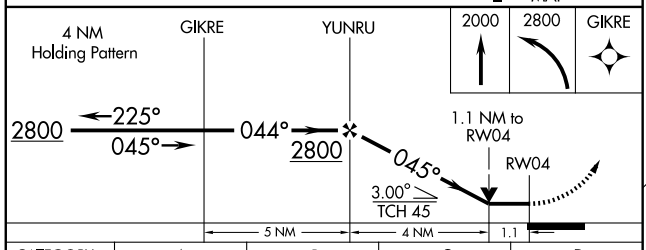
# GPS RWY 4
## ROLLA NATIONAL (VIH)

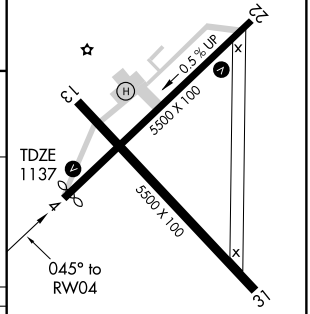
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct GIKRE WP and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 284.67 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1520-1 383 (400-1) | | | 1520-1¼ 383 (400-1¼) |
| CIRCLING | 1560-1 412 (500-1) | 1600-1 452 (500-1) | 1600-1½ 452 (500-1½) | 1700-2 552 (600-2) |

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

NC-3. 08 APR 2010 to 06 MAY 2010

ROLLA/VICHY, MISSOURI

AL-510 (FAA)

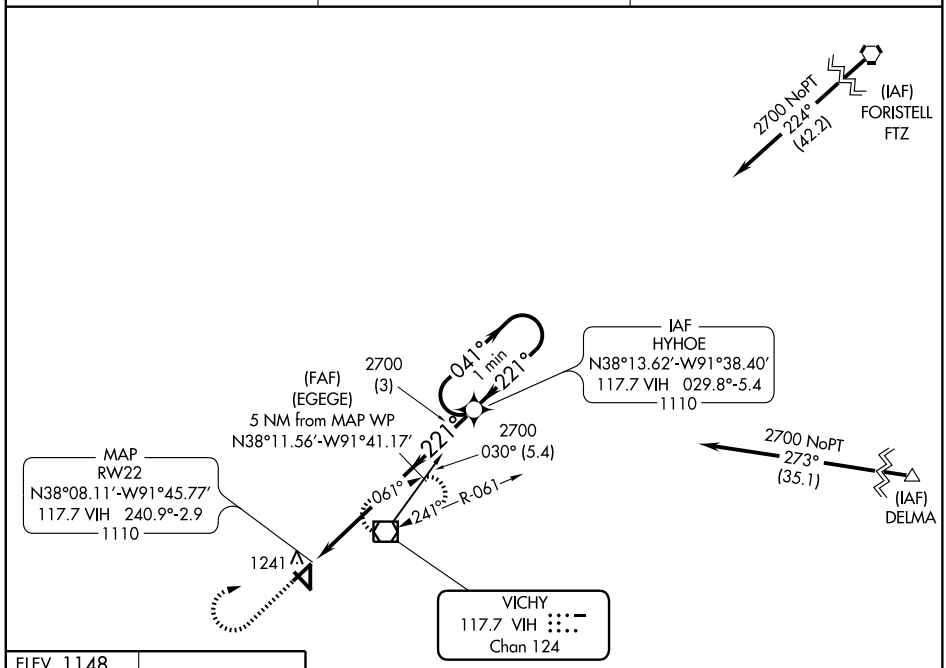
| VOR/DME VIH 117.7 Chan 124 | APP CRS 221° | Rwy Idg 5500<br>TDZE 1122<br>Apt Elev 1148 |
|---|---|---|

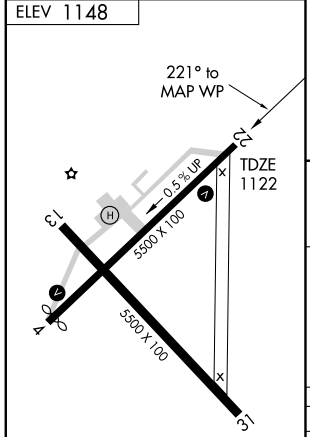
# VOR/DME RNAV or GPS RWY 22

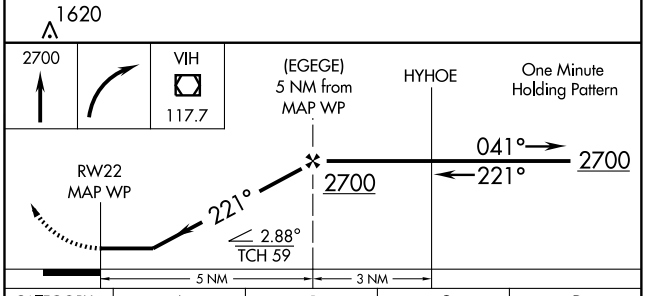
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 284.67 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1500-¾ 378 (400-¾) | | | 1500-1¼ 378 (400-1¼) |
| CIRCLING | 1560-1 412 (500-1) | 1600-1 452 (500-1) | 1600-1½ 452 (500-1½) | 1700-2 552 (600-2) |

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

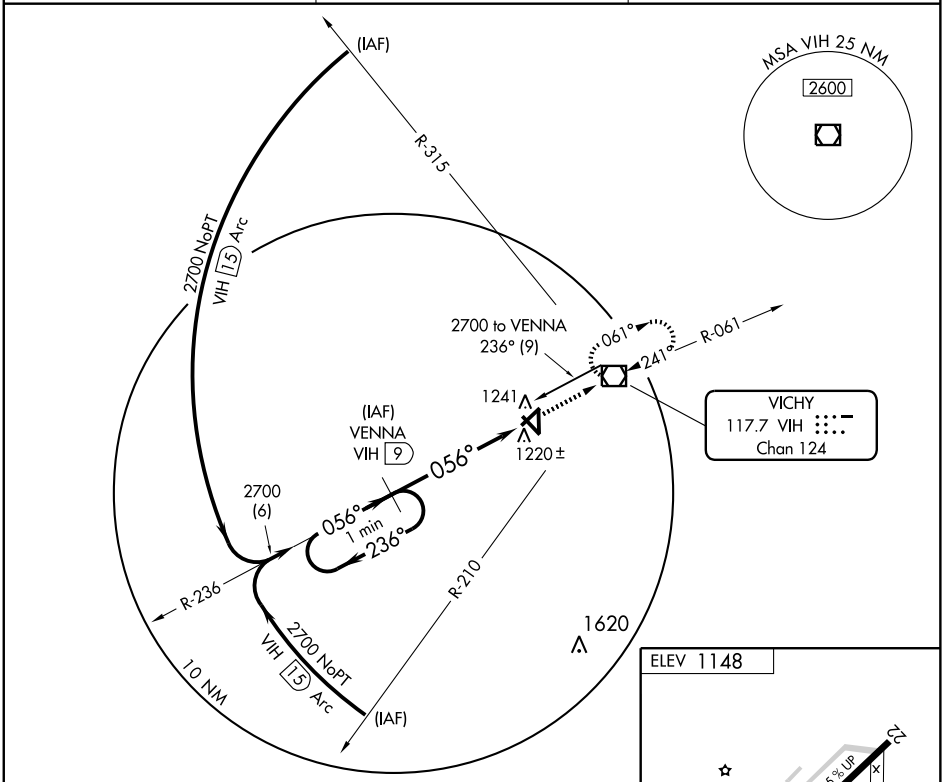
NC-3. 08 APR 2010 to 06 MAY 2010

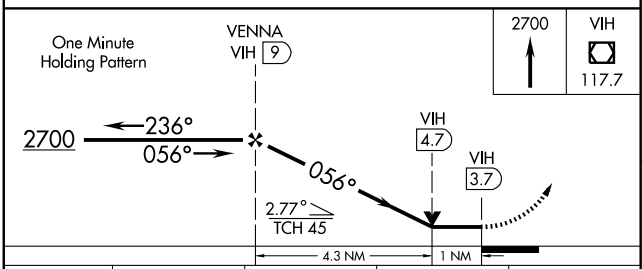
| VOR/DME VIH | APP CRS | Rwy Idg | 5287 |
|---|---|---|---|
| 117.7 | 056° | TDZE | 1137 |
| Chan 124 | | Apt Elev | 1148 |

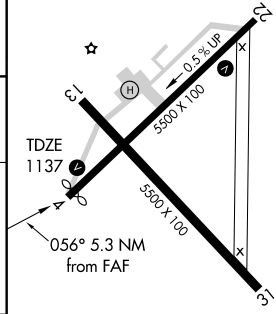
# VOR/DME RWY 4
## ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 284.67 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1480-1 343 (400-1) | | | |
| CIRCLING | 1560-1<br>412 (500-1) | 1600-1<br>452 (500-1) | 1600-1½<br>452 (500-1½) | 1700-2<br>552 (600-2) |

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

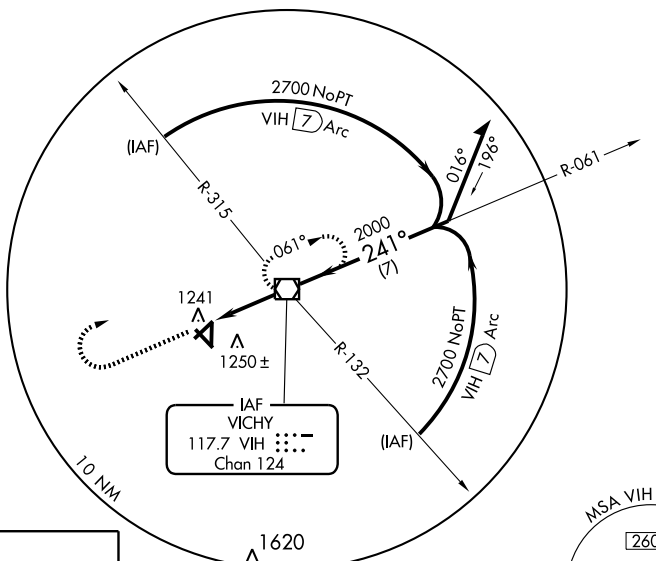
NC-3. 08 APR 2010 to 06 MAY 2010

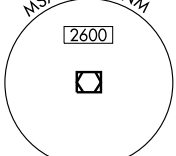
| VOR/DME VIH 117.7 Chan 124 | APP CRS 241° | Rwy Idg 5500 TDZE 1122 Apt Elev 1148 |
|---|---|---|

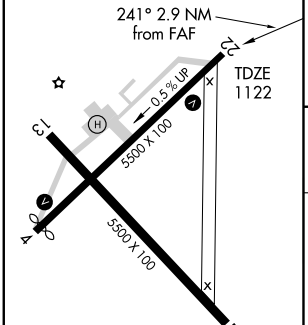
# VOR RWY 22
## ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

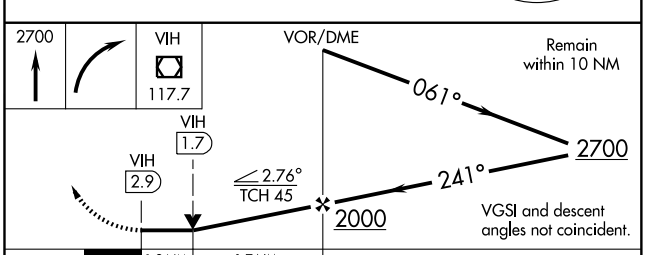
| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 284.67 | 123.0 (CTAF) L |




HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L




| FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1500-¾ 378 (400-¾) | | | 1500-1¼ 378 (400-1¼) |
| CIRCLING | 1560-1 412 (500-1) | 1600-1 452 (500-1) | 1600-1½ 452 (500-1½) | 1700-2 552 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 2998 |
|---|---|---|
| 166° | TDZE | 1241 |
| | Apt Elev | 1241 |

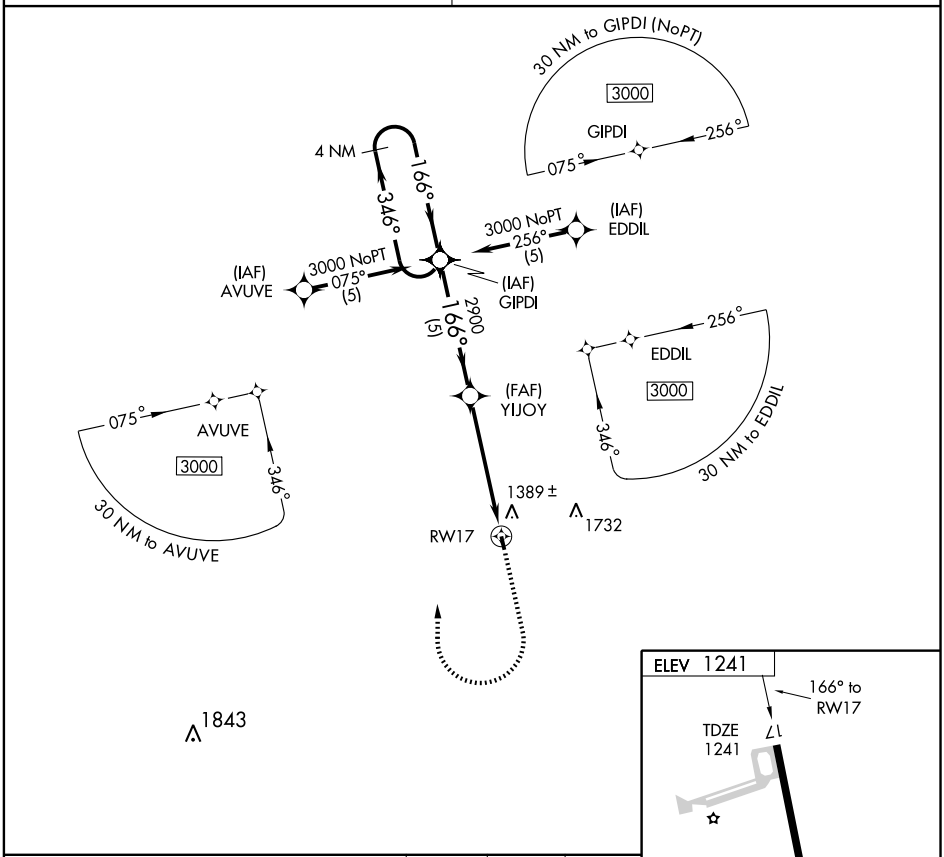
# RNAV (GPS) RWY 17

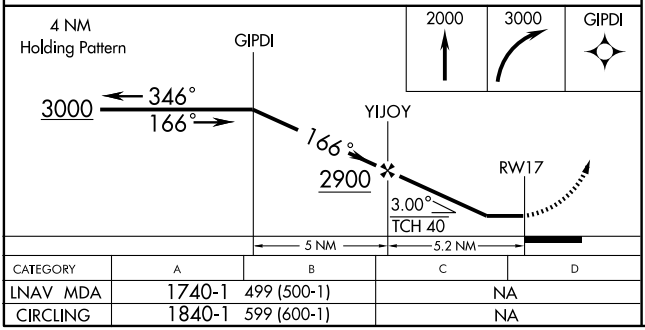
SALEM MEMORIAL (K33)

NA — Use Rolla National altimeter setting. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

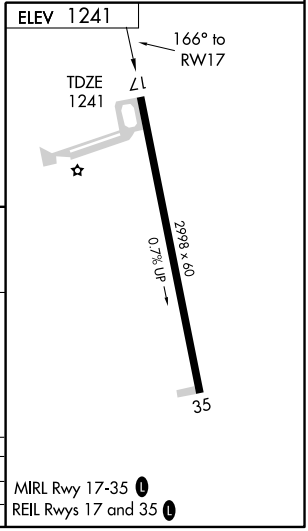
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1740-1 | 499 (500-1) | NA | |
| CIRCLING | 1840-1 | 599 (600-1) | NA | |




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 08 APR 2010 to 06 MAY 2010

SALEM, MISSOURI

AL-9436 (FAA)

# RNAV (GPS) RWY 35

SALEM MEMORIAL (K33)

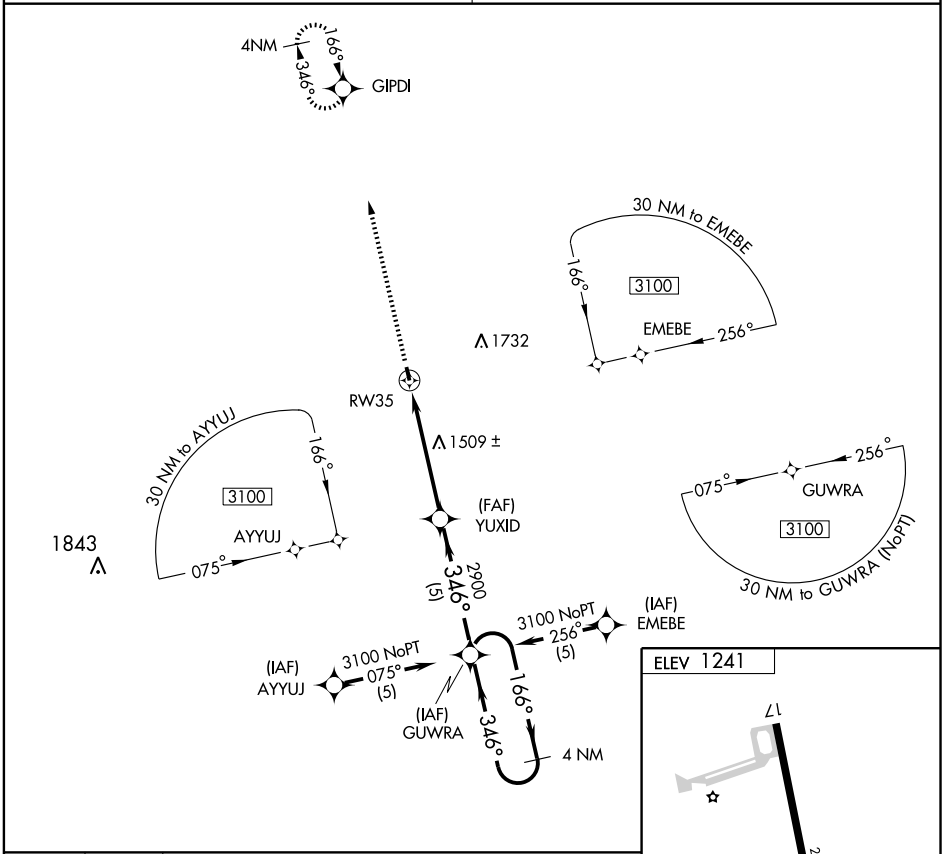
| APP CRS | Rwy Idg | 2998 |
|---|---|---|
| 346° | TDZE | 1241 |
| | Apt Elev | 1241 |

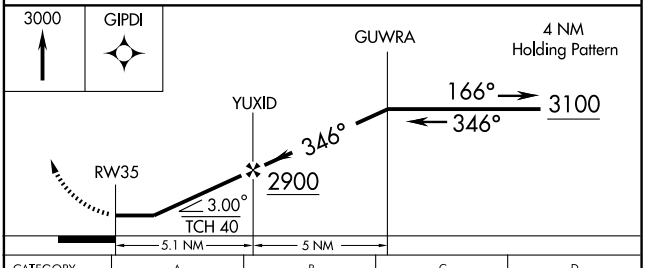
⚠ NA — Use Rolla National altimeter setting. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

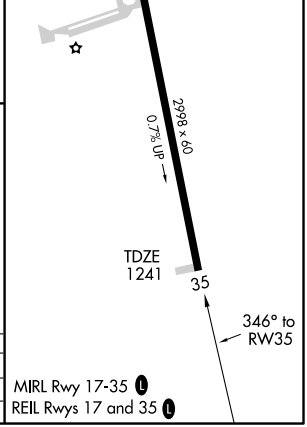
KANSAS CITY CENTER
**128.35 284.67**

CTAF
**122.9** L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 | 619 (700-1) | NA | |
| CIRCLING | 1860-1 | 619 (700-1) | NA | |




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 08 APR 2010 to 06 MAY 2010

| VORTAC MAP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.4 | 074° | TDZE | N/A |
| Chan 81 | | Apt Elev | 1241 |

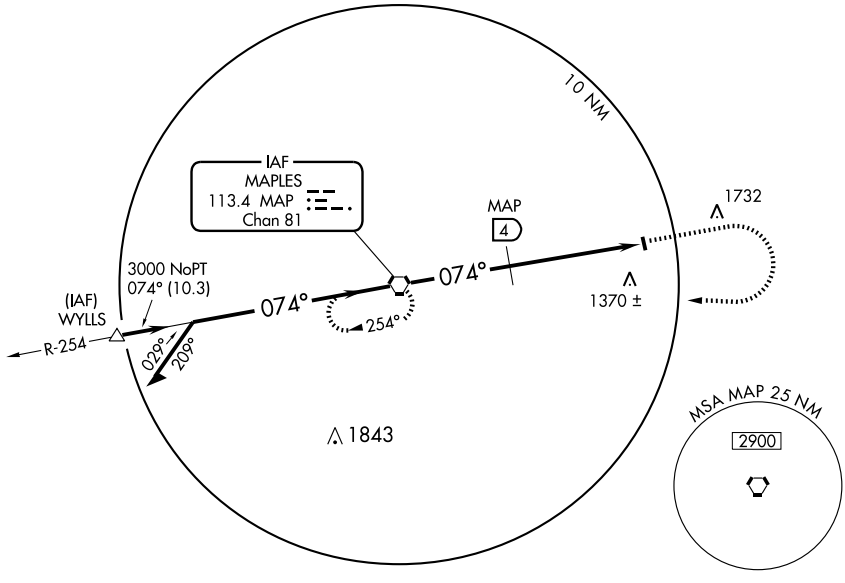
# VOR-A

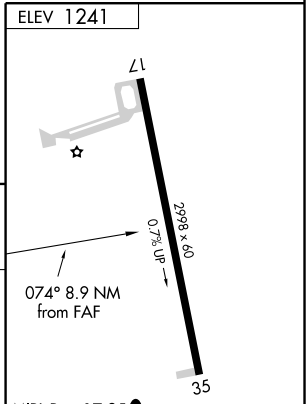
SALEM MEMORIAL (K33)

NA Use Rolla National altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

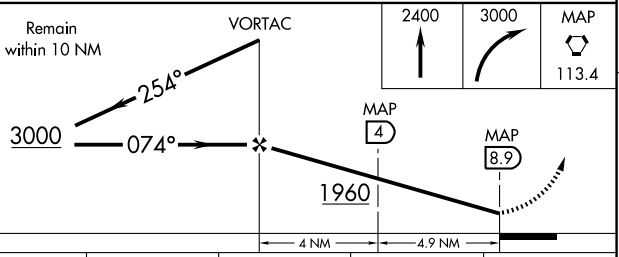
| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 L |




MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1960-1 719 (800-1) | | NA | |

DME MINIMUMS

| CIRCLING | 1840-1 599 (600-1) | NA |
|---|---|---|

FAF to MAP 8.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:54 | 5:56 | 4:27 | 3:34 | 2:58 |

NC-3, 08 APR 2010 to 06 MAY 2010

| NDB DMO | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 281 | 187° | TDZE | 884 |
| | | Apt Elev | 909 |

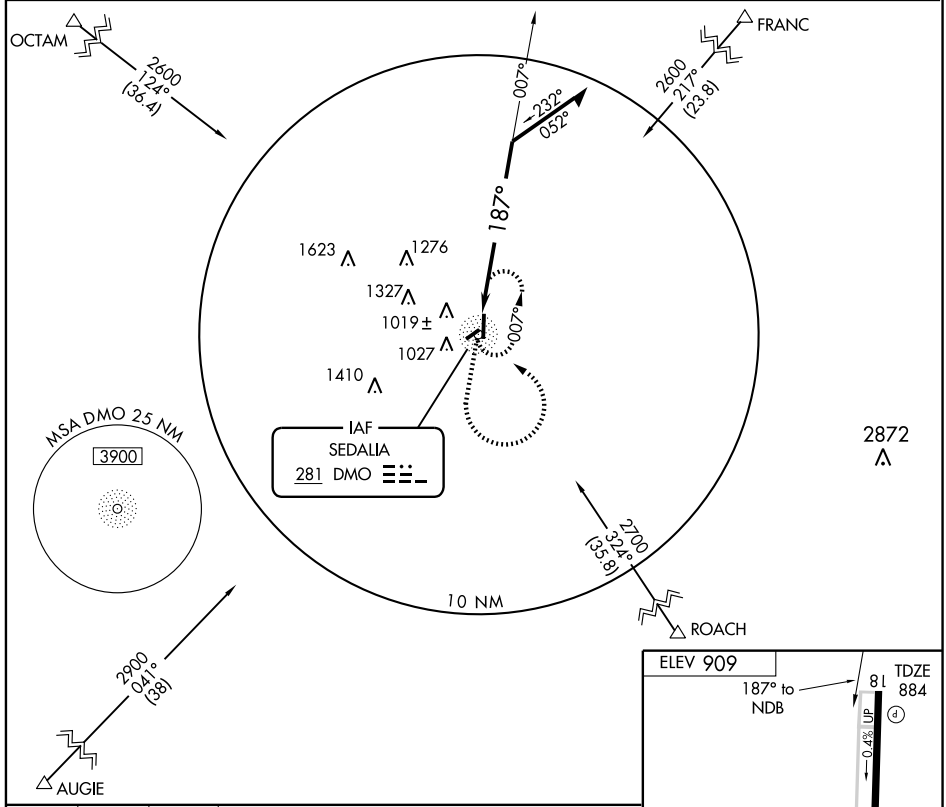
# NDB RWY 18

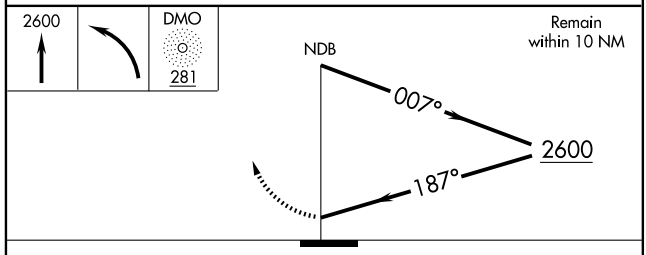
SEDALIA MEMORIAL (DMO)

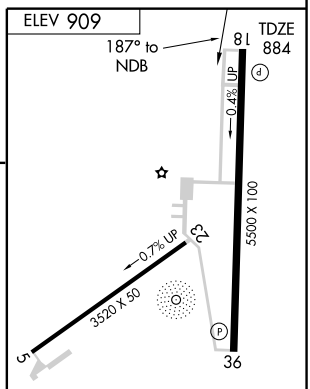
NA

MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.

| ASOS | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 120.525 | 127.45 284.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1380-1 496 (500-1) | | 1380-1¼ 496 (500-1¼) | 1380-1½ 496 (500-1½) |
| CIRCLING | 1380-1 471 (500-1) | | 1480-1½ 571 (600-1½) | 1480-2 571 (600-2) |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB DMO | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 281 | 343° | TDZE | 902 |
| | | Apt Elev | 909 |

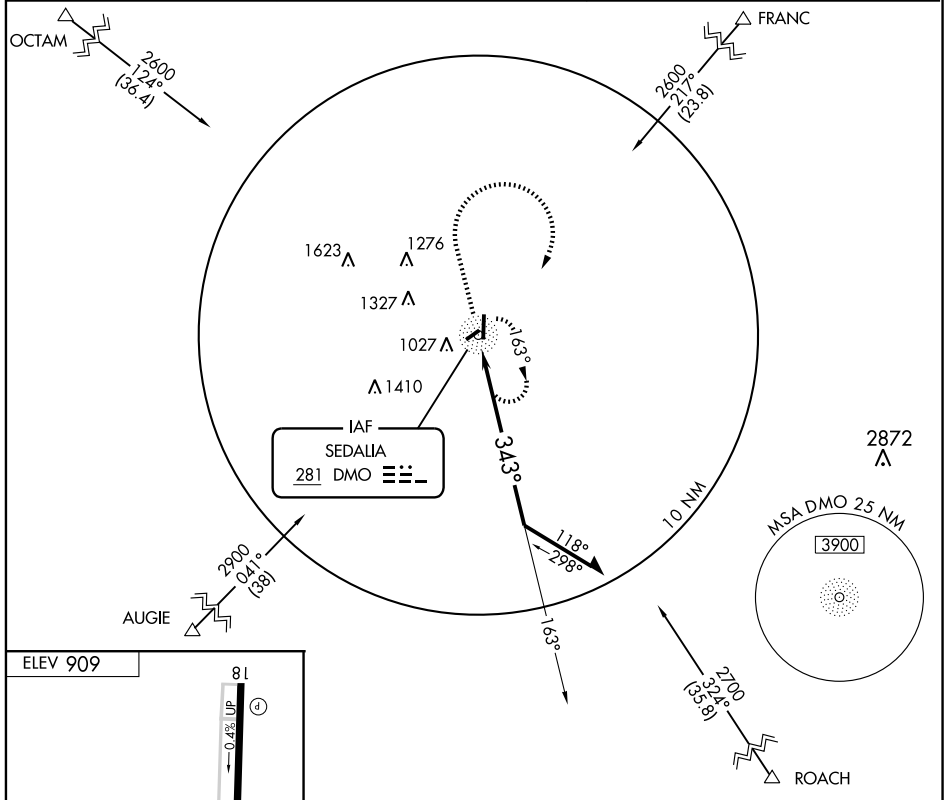
# NDB RWY 36

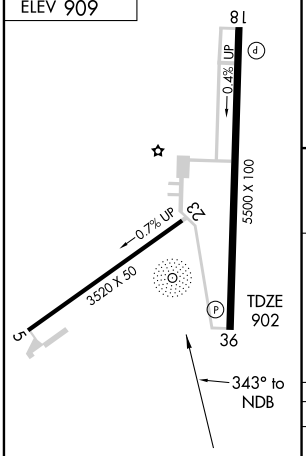
## SEDALIA MEMORIAL (DMO)

NA

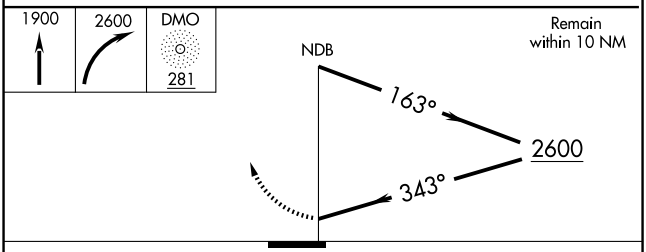
MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

| ASOS | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 120.525 | 127.45 284.0 | 122.8 (CTAF) L |




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1480-1 | 571 (600-1) | 1480-1½ 571 (600-1½) | 1480-1¾ 571 (600-1¾) |
| CIRCLING | 1480-1 | 571 (600-1) | 1480-1½ 571 (600-1½) | 1480-2 571 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 18

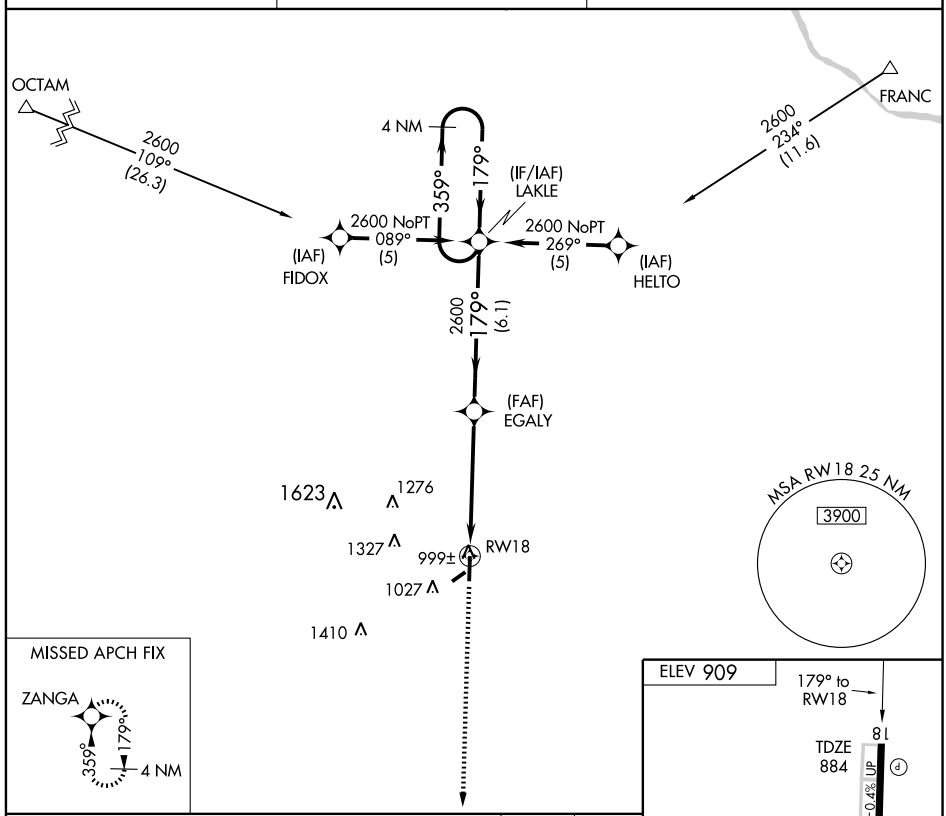
SEDALIA MEMORIAL (DMO)

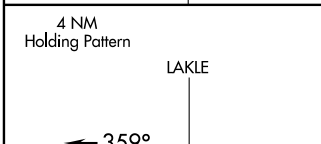
| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 179° | 5500 | 884 | 909 |

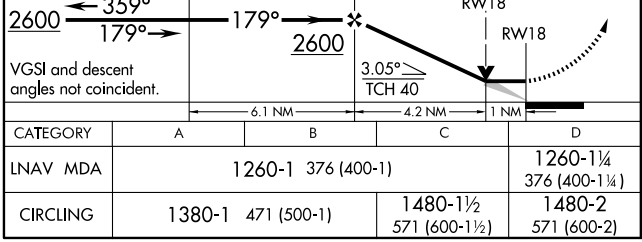
DME/DME RNP-0.3 NA.

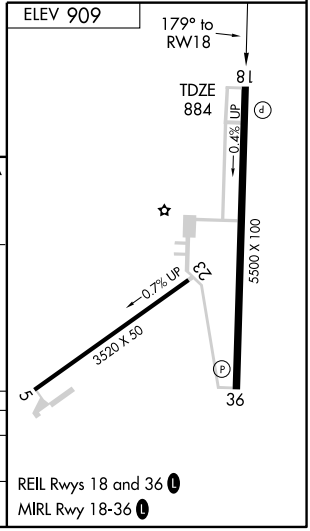
MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

| ASOS | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 120.525 | 127.45 284.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 376 (400-1) | | | 1260-1¼ 376 (400-1¼) |
| CIRCLING | 1380-1 471 (500-1) | | 1480-1½ 571 (600-1½) | 1480-2 571 (600-2) |

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 36

SEDALIA MEMORIAL (DMO)

| WAAS CH 60913 W36A | APP CRS 359° | Rwy Idg 5500 TDZE 902 Apt Elev 909 |
|---|---|---|

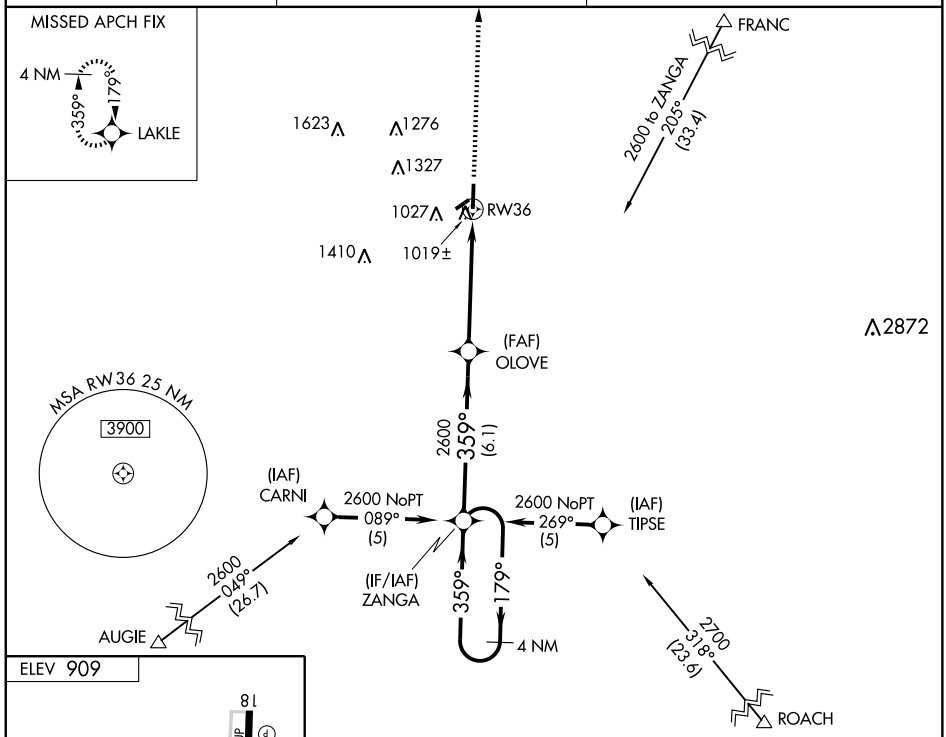
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

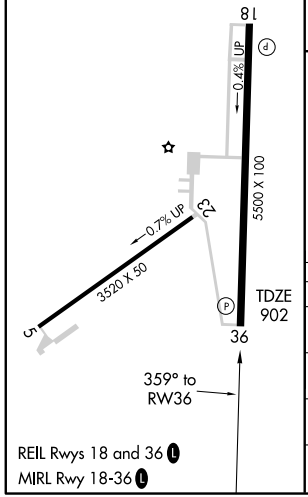
MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

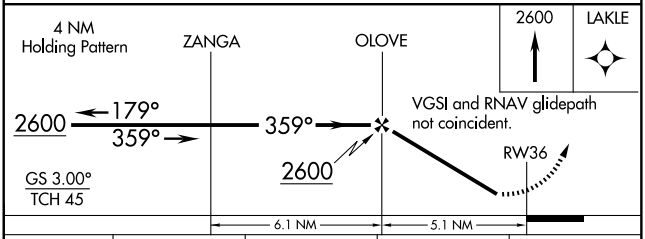
| ASOS | WHITEMAN APP CON * | UNICOM |
|---|---|---|
| 120.525 | 127.45 284.0 | 122.8 (CTAF) L |

MISSED APCH FIX

4 NM 359° 179° LAKLE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1170-1 268 (300-1) | | | |
| LNAV/VNAV DA | 1280-1¼ 378 (400-1¼) | | | |
| LNAV MDA | 1280-1 378 (400-1) | | | 1280-1¼ 378 (400-1¼) |
| CIRCLING | 1380-1 471 (500-1) | | 1480-1½ 571 (600-1½) | 1480-2 571 (600-2) |

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5502 |
|---|---|---|---|
| CH 86801 | 023° | TDZE | 315 |
| W02A | | Apt Elev | 315 |

# RNAV (GPS) RWY 2

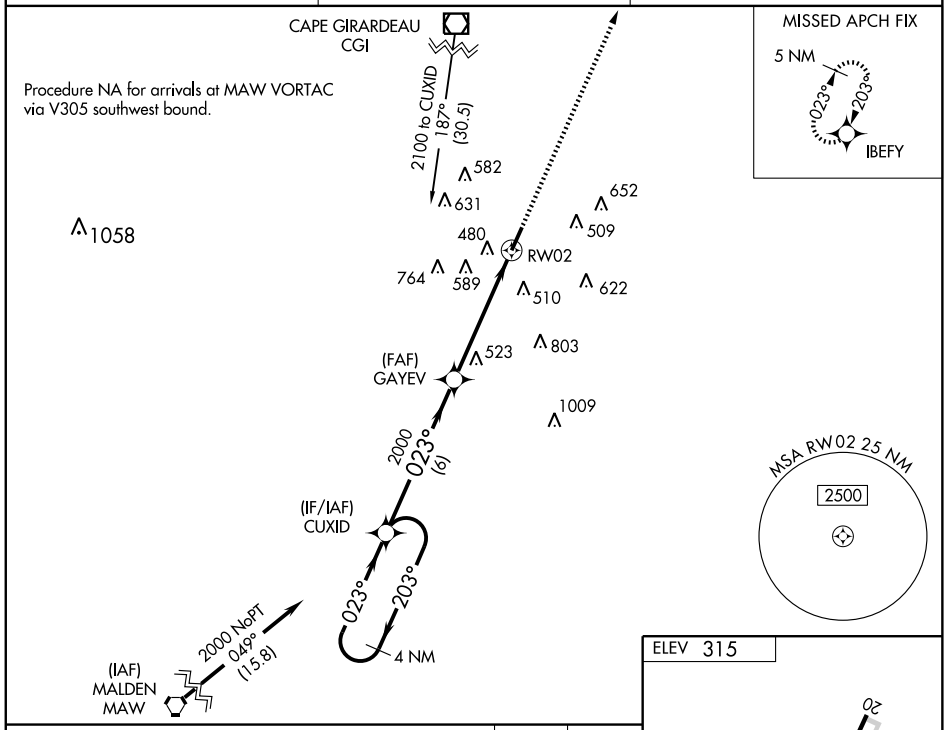
## SIKESTON MEMORIAL MUNI (SIK)

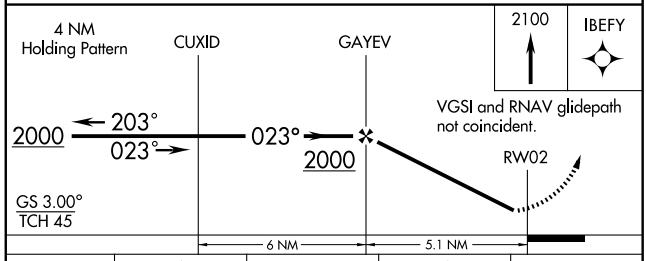
T A NA

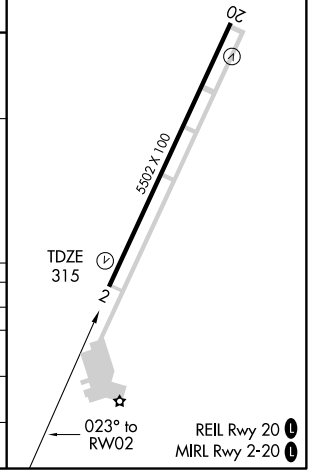
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

| AWOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 565-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 840-1 525 (600-1) | | 840-1½ 525 (600-1½) | NA |
| CIRCLING | 840-1 525 (600-1) | | 860-1½ 545 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 5502 |
|---|---|---|
| 203° | TDZE | 315 |
| | Apt Elev | 315 |

# RNAV (GPS) RWY 20
## SIKESTON MEMORIAL MUNI (SIK)

T A NA DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct CUXID and hold.

| AWOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 133.65 292.15 | 122.8 (CTAF) L |

(IAF) CAPE GIRARDEAU CGI
5 NM
023°
203°
2100 NoPT
149° (10.5)
(IF/IAF) IBEFY
2000
203°
(6)
(FAF) ECANU

Procedure NA for arrivals at MAW VORTAC on airway radials 344 CW 059.
Procedure NA for arrivals at CGI VOR/DME via V178 westbound.

582 435± 631 RW20 652 509 480 764 589 510 622 803 1009 1058

MSA RW20 25 NM
2500

2100 to IBEFY
034°
(37.9)

MALDEN MAW

CUXID
023°
203°
4 NM

ELEV 315
203° to RW20
TDZE 315
5502 X 100

REIL Rwy 20 L
MIRL Rwy 2-20 L

2000 | CUXID | VGSI and descent angles not coincident. | IBEFY | 5 NM Holding Pattern

ECANU
1.1 NM to RW20
3.04°
TCH 45
RW20
203°
023°
203°
2100
2000

1.1 | 4 NM | 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 385 (400-1) | | | NA |
| CIRCLING | 840-1 525 (600-1) | | 860-1½ 545 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME MAW | APP CRS | Rwy Idg | 5502 |
|---|---|---|---|
| 111.2 | 036° | TDZE | 315 |
| Chan 49 | | Apt Elev | 315 |

# VOR/DME RWY 2

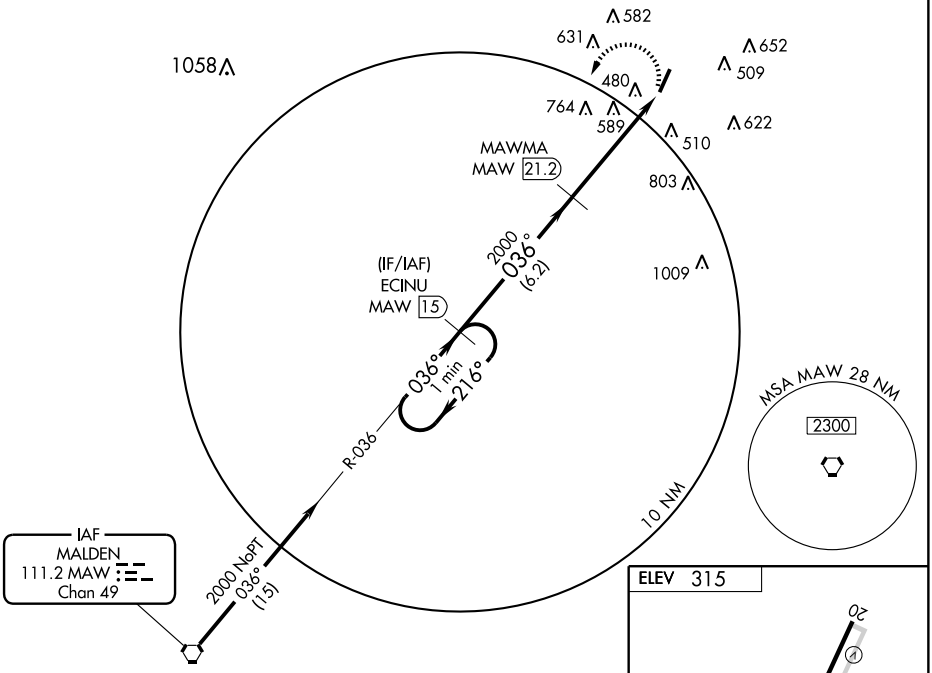
## SIKESTON MEMORIAL MUNI (SIK)

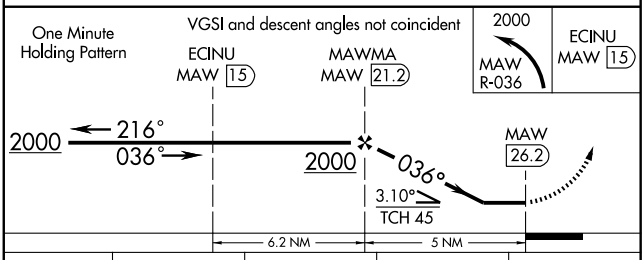
T ANA If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.
Visibilty reduction by helicopters NA.

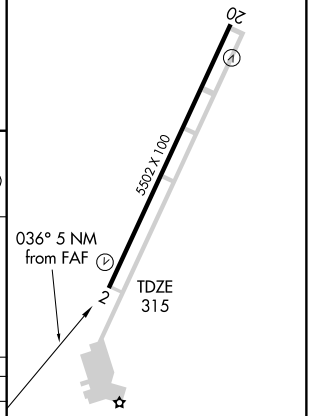
MISSED APPROACH: Climbing left turn to 2000 via MAW R-036 to ECINU/15 DME and hold.

| AWOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 133.65 292.15 | 122.8 (CTAF) L |

Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1020-1<br>705 (800-1) | 1020-1¼<br>705 (800-1¼) | 1020-2<br>705 (800-2) | NA |
| CIRCLING | 1020-1<br>705 (800-1) | 1020-1¼<br>705 (800-1¼) | 1020-2<br>705 (800-2) | NA |

REIL Rwy 20 L
MIRL Rwy 2-20 L

NC-3. 08 APR 2010 to 06 MAY 2010

| VOR/DME CGI | APP CRS | Rwy Idg | 5502 |
|---|---|---|---|
| 112.9 | 177° | TDZE | 315 |
| Chan 76 | | Apt Elev | 315 |

# VOR RWY 20

SIKESTON MEMORIAL MUNI (SIK)

T
NA

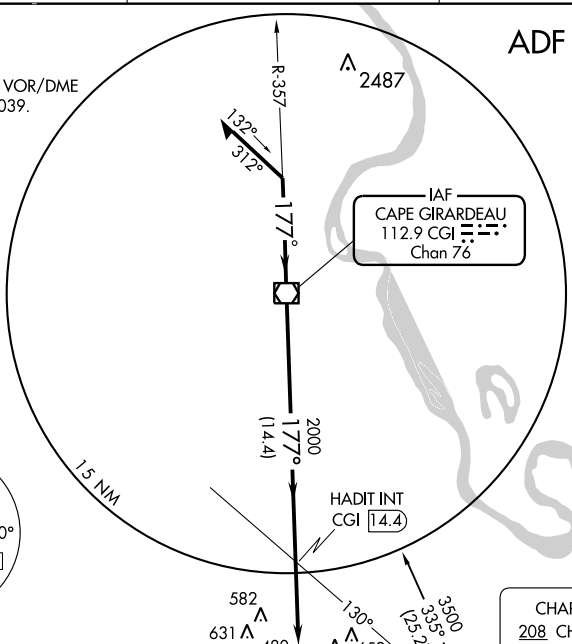
Use Cape Girardeau altimeter setting.

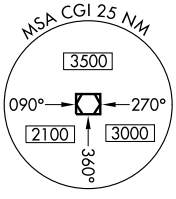
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

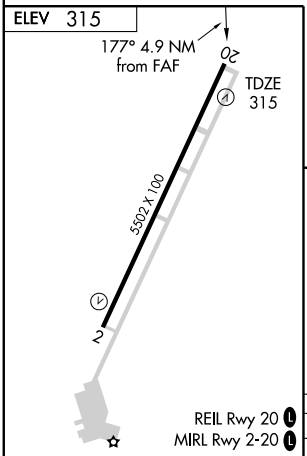
| AWOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 133.65 292.15 | 122.8 (CTAF) L |

ADF REQUIRED

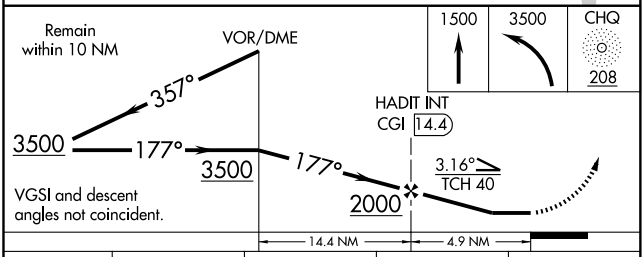
NoPT for arrivals on CGI VOR/DME airway radials 309 CW 039.




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 800-1 485 (500-1) | | 800-1¼ 485 (500-1¼) | 800-1½ 485 (500-1½) |
| CIRCLING | 880-1 565 (600-1) | | 920-1¾ 605 (700-1¾) | 920-2 605 (700-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

10042

# AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NATIONAL (SGF)

SPRINGFIELD, MISSOURI

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS
135.125
SPRINGFIELD TOWER
119.9 257.8
GND CON
121.9 397.85
CLNC DEL
123.675

AIRCRAFT ISOLATION AREA

RWY 2-20
S135, D170, ST175, DT300
RWY 14-32
S135, D170, ST175, DT300

ELEV 1260

139.5°

HOT 3

SRE MAINT

ELEV 1262

FUEL FARM

199.5°

AIR CARGO

37° 15'N

MISSOURI ANG

GENERAL AVIATION TERMINAL

8000 X 150

7003 X 150

VAR 2.3° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

HOT 2

STORAGE HANGARS

LAHSO

LAHSO

HOT 1

FIRE STATION

TWR 1361

319.5°

ILS HOLD

FIELD ELEV 1268

019.5°

TERMINAL

1404

ELEV 1264

AIRCRAFT ISOLATION AREA

37° 14'N

93° 24'W

93° 23'W

NC-3, 08 APR 2010 to 06 MAY 2010

# HI-TACAN RWY 20

| VORTAC SGF 116.9 Chan 116 | APCH CRS 196° | Rwy Idg 7003 TDZE 1262 Arpt Elev 1268 |
|---|---|---|

JAL-604 [USAF]

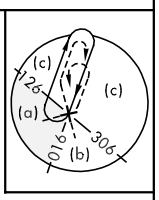
SPRINGFIELD-BRANSON NATIONAL (KSGF)

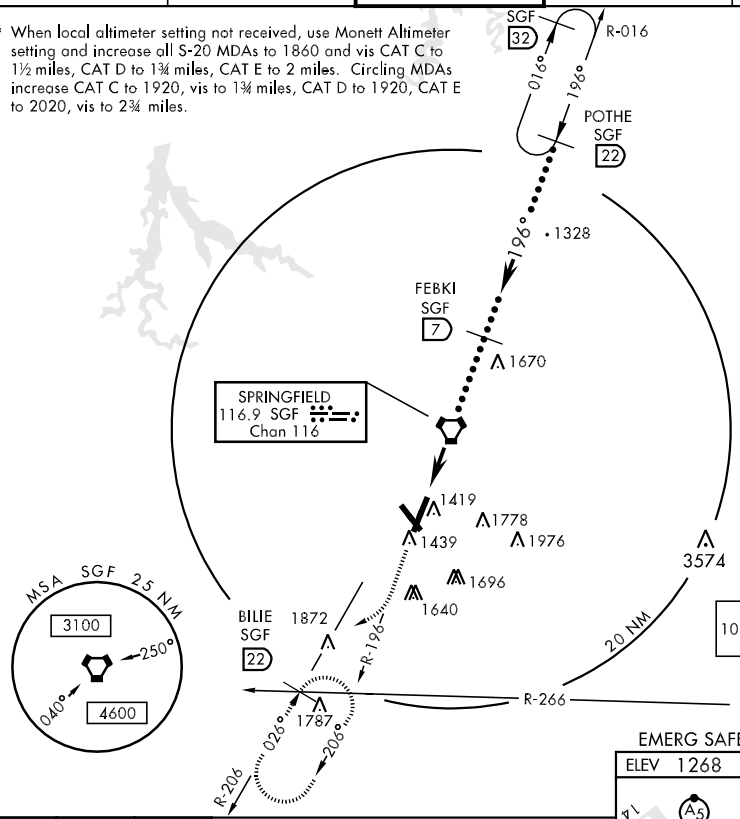
MALS A4

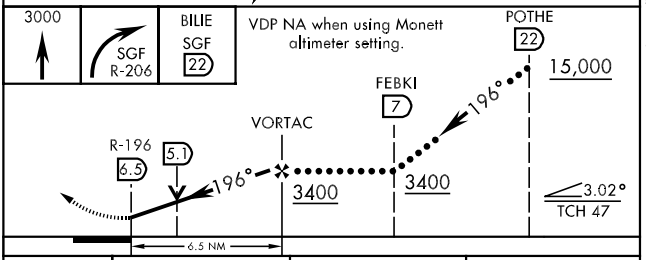
MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BILIE INT/SGF 22 DME and hold.

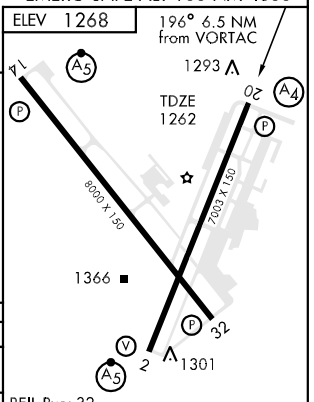
| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-20 * | 1760-1¼ 498 (500-1¼) | 1760-1½ 498 (500-1½) | 1760-1¾ 498 (500-1¾) |
| CIRCLING * | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) | 1920-2¼ 652 (700-2¼) |

| LOC I-SGF | APP CRS | Rwy Idg | 6893 |
|---|---|---|---|
| 109.9 | 019° | TDZE | 1265 |
| | | Apt Elev | 1268 |

# ILS or LOC RWY 2

## SPRINGFIELD-BRANSON NATIONAL (SGF)

For inoperative MALSR, increase S-ILS 2 Cat E visibility to ¾ and S-LOC 2 Cat E to 1½.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD Int and hold N, right turn 204° inbound).

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

ALTERNATE MISSED APCH FIX
DOGWOOD DGD 109.4 Chan 31
R-281 101° 281°

MISSED APCH FIX
PLADD SGF 18.4
024° 204° R-024 R-334
116.9 SGF Chan 116
109.4 DGD Chan 31

(IAF) R-272 016° 196° R-016 R-024
2900 to LOM 197° (11.3)
LOCALIZER 109.9 I-SGF
SPRINGFIELD 116.9 SGF Chan 116
R-128
1512 1608 1404 1320± 1777 1439± 1685 1983 3571 3547
3000 NoPT SGF 18 Arc
15 NM
LOM/IAF COOLE 404 SG SGF 11.3
(IAF)
2500 019° (6.7)
LR-204 LR-190
3500 NoPT SGF 18 Arc
DOGWOOD 109.4 DGD Chan 31

MSA SG 25 NM
3000 4600 225° 315°

ELEV 1268 D
HIRL Rwys 2-20 and 14-32
REIL Rwy 32
14 20 1309 8000 X 150 7003 X 150 1361 TDZE 1265 32
019° 3.6 NM from FAF

Remain within 15 NM
LOM SGF 11.3
199° 019°
2900 2470 2500
SGF 7.7
GS 3.00° TCH 53
3.6 NM
2900 SGF 116.9

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 2 | * 1465/24 200 (200-½) | | | | |
| S-LOC 2 | 1700/40 435 (500-¾) | | | 1700/50 435 (500-1) | |
| CIRCLING | 1740-1 472 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) | 1920-2¼ 652 (700-2¼) |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-GWA | APP CRS | Rwy Idg | 8000 |
|---|---|---|---|
| 109.7 | 139° | TDZE | 1262 |
| Chan 34 | | Apt Elev | 1268 |

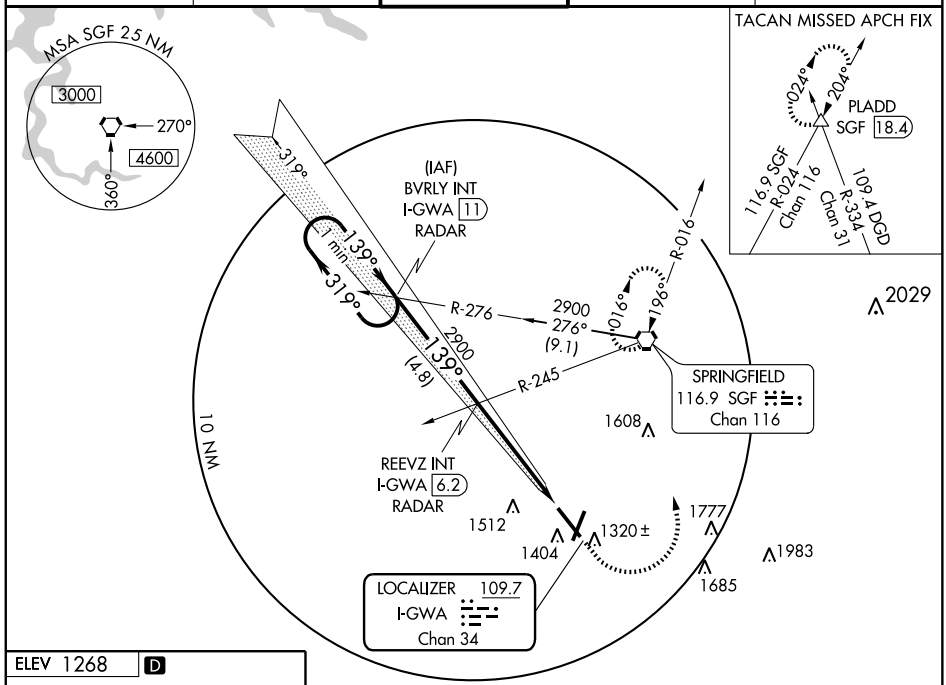
# ILS or LOC RWY 14

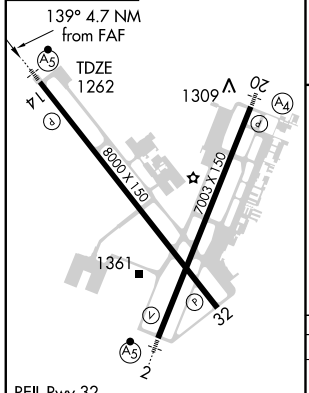
## SPRINGFIELD-BRANSON NATIONAL (SGF)

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

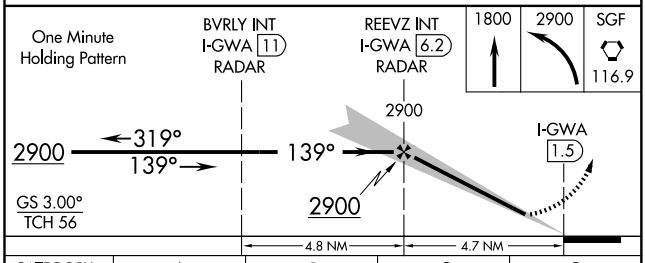



REIL Rwy 32
HIRL Rwys 2-20 and 14-32

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 1462-½ 200 (200-½) | | | |
| S-LOC 14 | 1620-½ 358 (400-½) | | | 1620-¾ 358 (400-¾) |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 86214 W02A | APP CRS 019° | Rwy Idg 6893 TDZE 1265 Apt Elev 1268 |
|---|---|---|

# RNAV (GPS) RWY 2

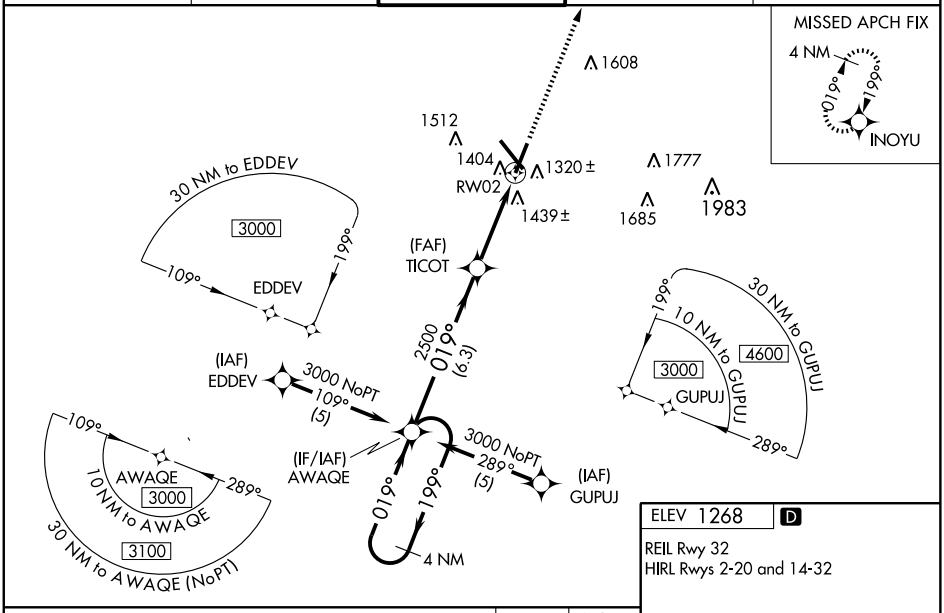
## SPRINGFIELD-BRANSON NATIONAL (SGF)

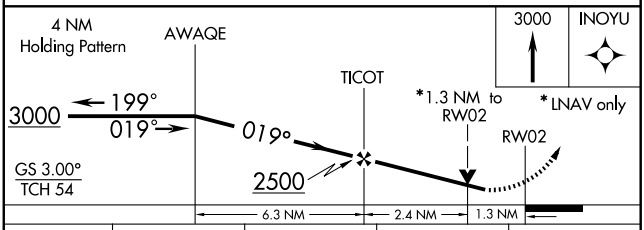
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
For inoperative MALSR, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct INOYU and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

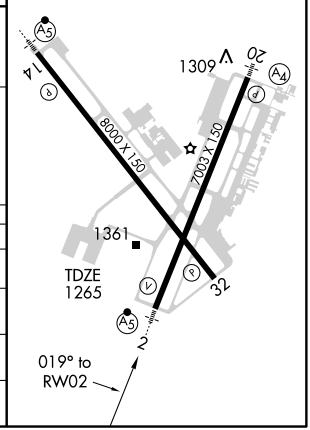



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1590/40 325 (400-¾) | | | |
| LNAV/VNAV DA | 1754/60 489 (500-1¼) | | | |
| LNAV MDA | 1720/40 455 (500-¾) | | | 1720/50 455 (500-1) |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

ELEV 1268 D

REIL Rwy 32
HIRL Rwys 2-20 and 14-32




NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 8000 |
|---|---|---|
| 139° | TDZE | 1262 |
| | Apt Elev | 1268 |

# RNAV (GPS) RWY 14

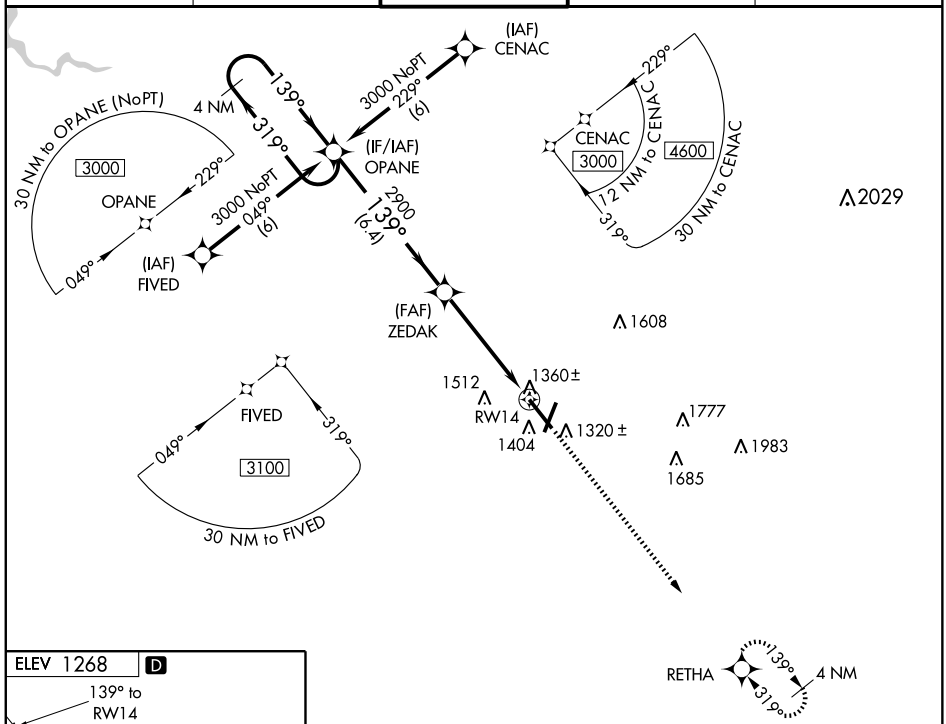
## SPRINGFIELD-BRANSON NATIONAL (SGF)

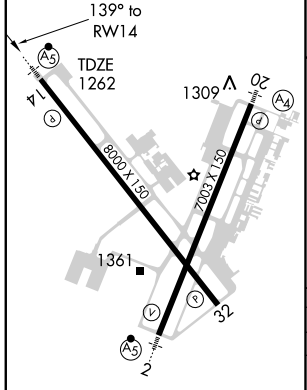
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP- 0.3 NA.

MALSR

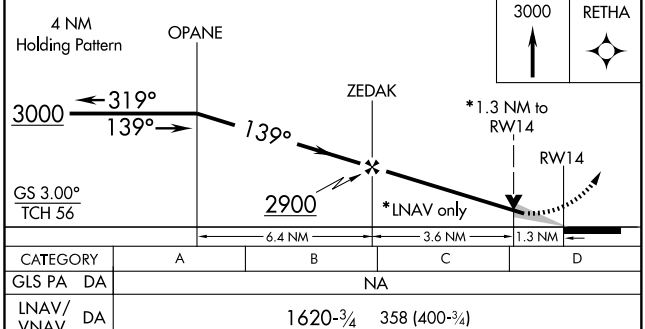
MISSED APPROACH: Climb to 3000 direct RETHA WP and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |




REIL Rwy 32
HIRL Rwys 2-20 and 14-32







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1620-¾ 358 (400-¾) | | | |
| LNAV MDA | 1720-½ 458 (500-½) | | 1720-¾ 458 (500-¾) | 1720-1 458 (500-1) |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| CH 65613 | 199° | TDZE | 1262 |
| W20A | | Apt Elev | 1268 |

# RNAV (GPS) RWY 20

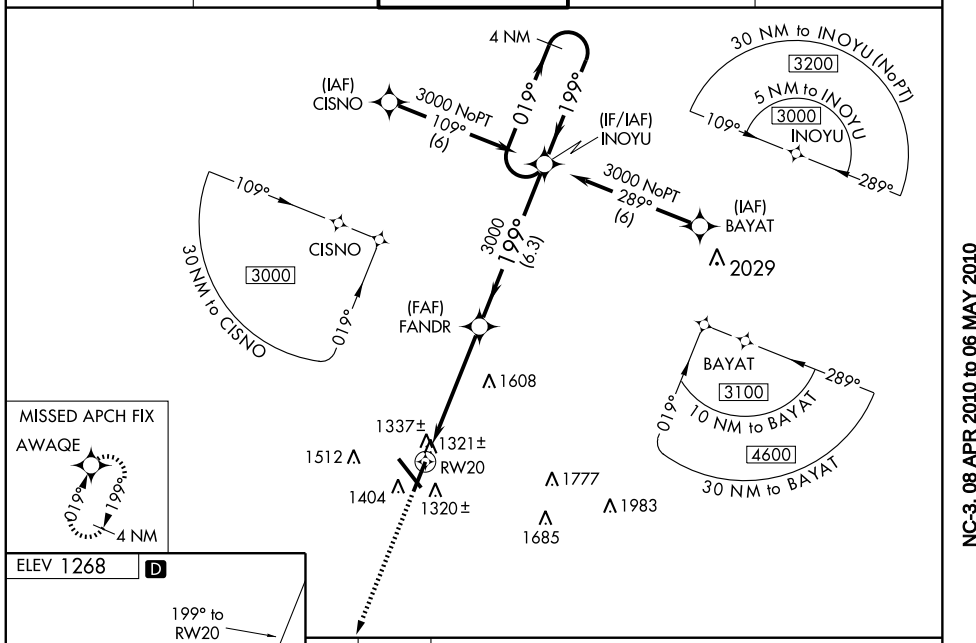
## SPRINGFIELD-BRANSON NATIONAL (SGF)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ¼ mile, increase Circling Cat C ¼ mile.

MALS

MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

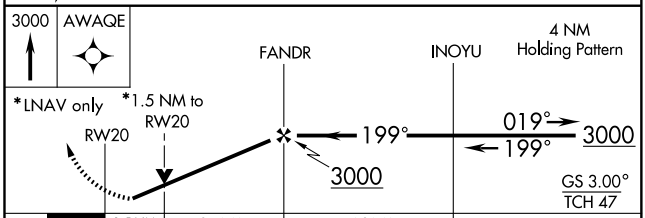









REIL Rwy 32
HIRL Rwys 2-20 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1531-1 269 (300-1) | | | |
| LNAV/VNAV DA | 1656-1½ 394 (400-1½) | | | |
| LNAV MDA | 1780-¾ 518 (600-¾) | | 1780-1½ 518 (600-1½) | 1780-1¾ 518 (600-1¾) |
| CIRCLING | 1780-1 512 (600-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

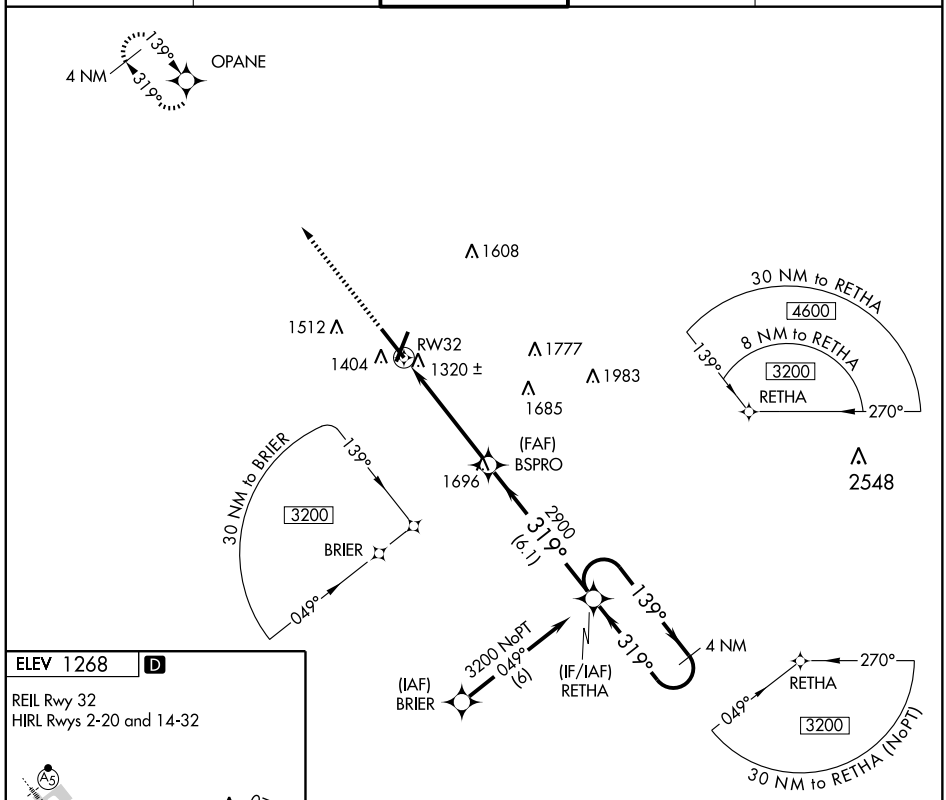
| APP CRS | Rwy Idg | 8000 |
|---|---|---|
| 319° | TDZE | 1267 |
| | Apt Elev | 1268 |

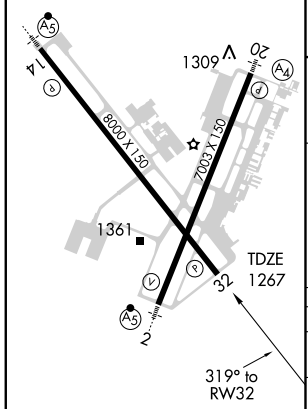
# RNAV (GPS) RWY 32

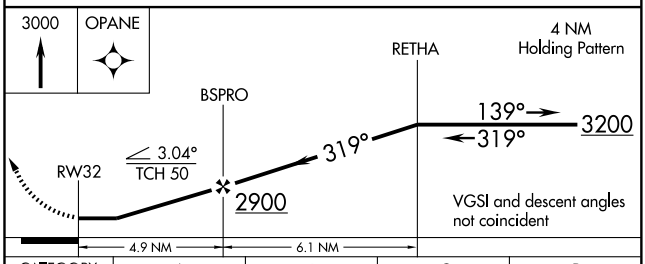
SPRINGFIELD-BRANSON NATIONAL (SGF)

| | | |
|---|---|---|
| ANA | DME/DME RNP- 0.3 NA. | MISSED APPROACH: Climb to 3000 direct OPANE WP and hold. |

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1740-1 473 (500-1) | | 1740-1¼ 473 (500-1¼) | 1740-1½ 473 (500-1½) |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC SGF 116.9 Chan 116 | APP CRS 016° | Rwy Idg 6893 TDZE 1265 Apt Elev 1268 |
|---|---|---|

# VOR/DME or TACAN RWY 2

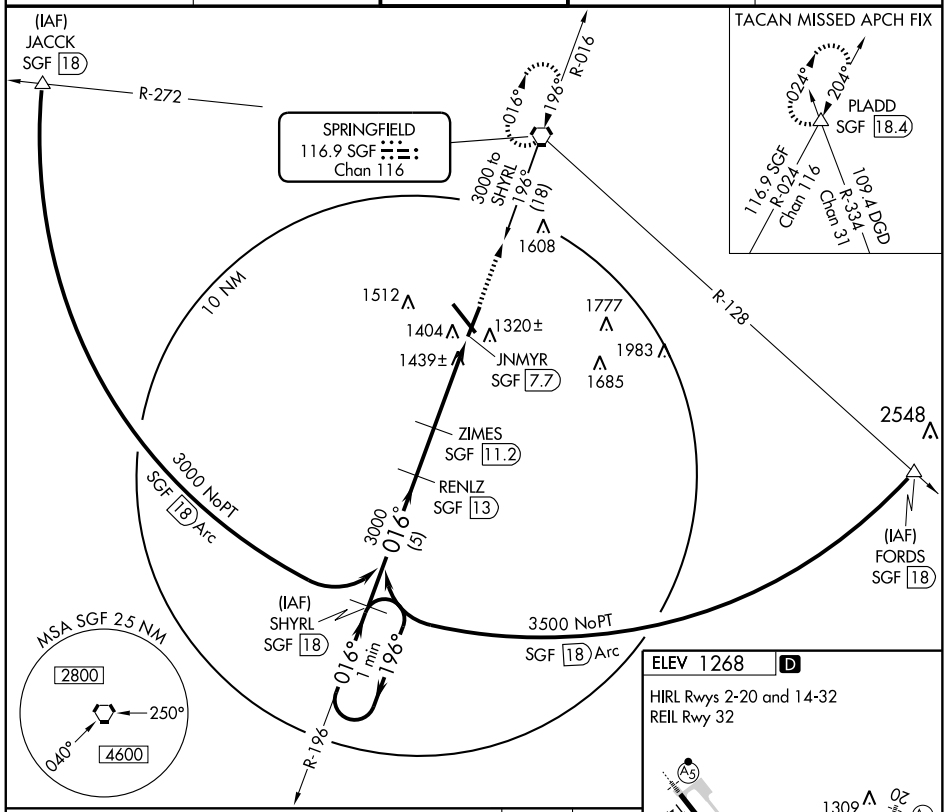
## SPRINGFIELD-BRANSON NATIONAL (SGF)

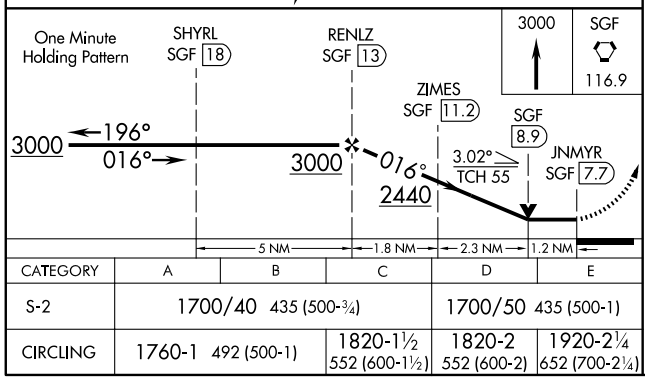
For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |



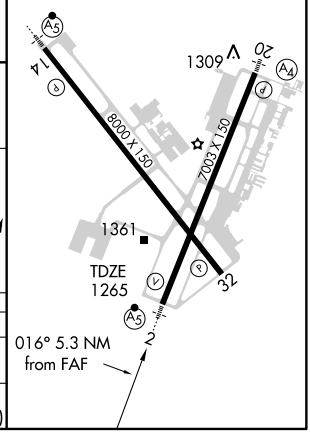




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-2 | 1700/40 435 (500-¾) | | | 1700/50 435 (500-1) | |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) | 1920-2¼ 652 (700-2¼) |

ELEV 1268 D

HIRL Rwys 2-20 and 14-32

REIL Rwy 32




NC-3, 08 APR 2010 to 06 MAY 2010

| VORTAC SGF 116.9 Chan 116 | APP CRS 196° | Rwy Idg 7003 TDZE 1262 Apt Elev 1268 |
|---|---|---|

# VOR or TACAN RWY 20

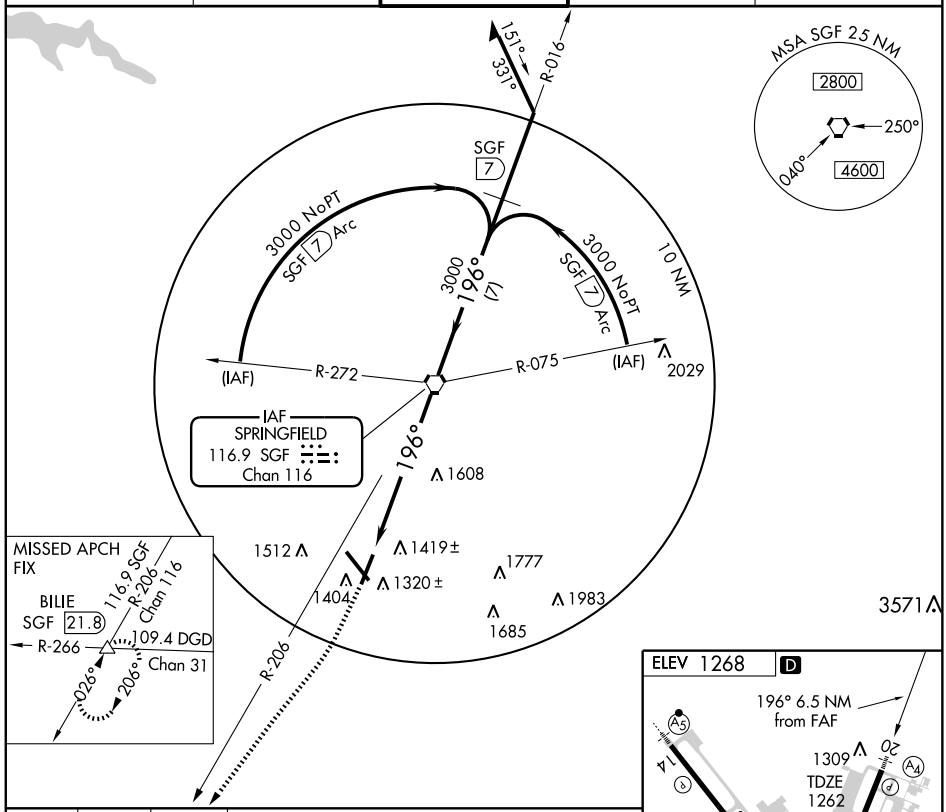
## SPRINGFIELD-BRANSON NATIONAL (SGF)

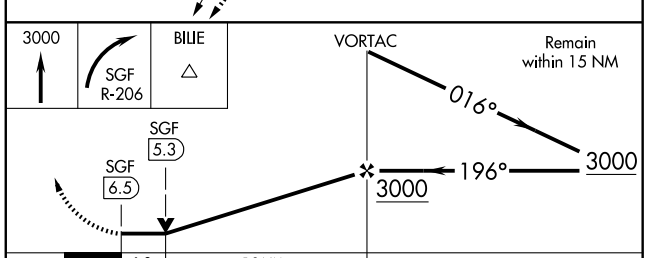
T A Inoperative table does not apply to Cat C.

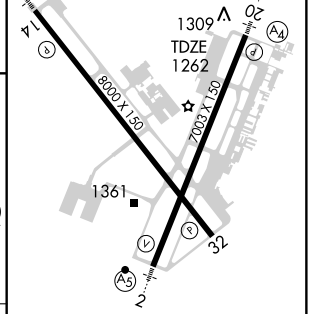
MALS (A4)

MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BILIE INT/SGF 21.8 DME and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-20 | 1700-¾ 438 (500-¾) | | 1700-1¼ 438 (500-1¼) | 1700-1½ 438 (500-1½) | |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) | 1920-2¼ 652 (700-2¼) |

REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 6.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |

NC-3, 08 APR 2010 to 06 MAY 2010

| VORTAC STL 117.4 Chan 121 | APP CRS 060° | Rwy Idg 3451 TDZE 442 Apt Elev 442 |
|---|---|---|

# VOR or GPS RWY 9

ST. CHARLES (3SQ)

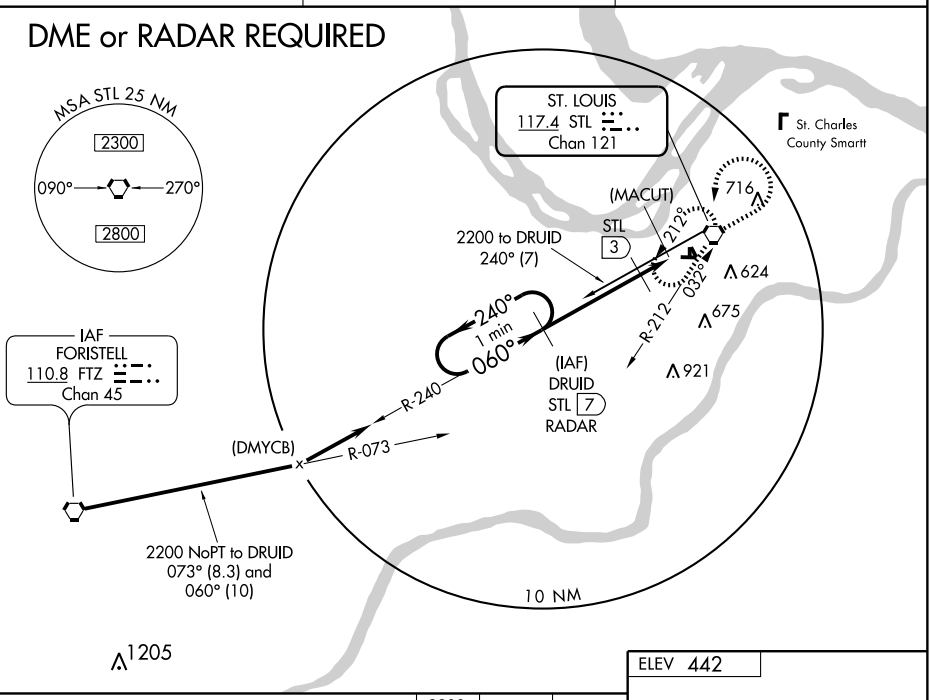
NA

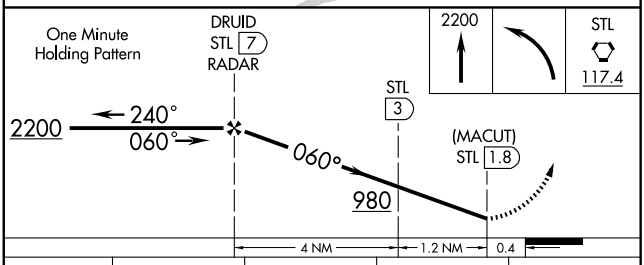
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then left turn direct STL VORTAC and hold.

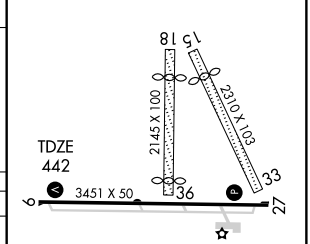
| ST. LOUIS APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.2 353.9 | 120.15 | 123.0 (CTAF) |

## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 980-1 538 (600-1) | | 980-1½ 538 (600-1½) | NA |
| CIRCLING | 980-1 538 (600-1) | 1000-1 558 (600-1) | 1000-1½ 558 (600-1½) | NA |
| DME MINIMUMS | | | | |
| S-9 | 860-1 418 (500-1) | | 860-1¼ 418 (500-1¼) | NA |
| CIRCLING | 900-1 458 (500-1) | 1000-1 558 (600-1) | 1000-1½ 558 (600-1½) | NA |




LIRL Rwy 9-27

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3800 |
|---|---|---|
| 180° | TDZE | 436 |
| | Apt Elev | 436 |

# RNAV (GPS) RWY 18

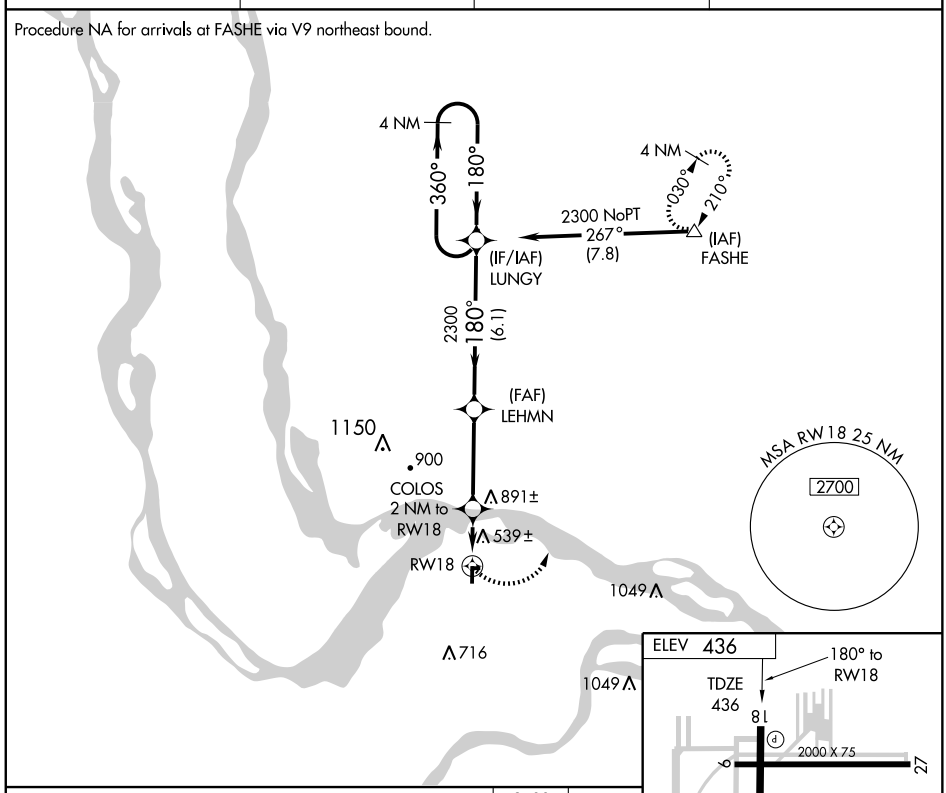
## ST. CHARLES COUNTY SMARTT (SET)

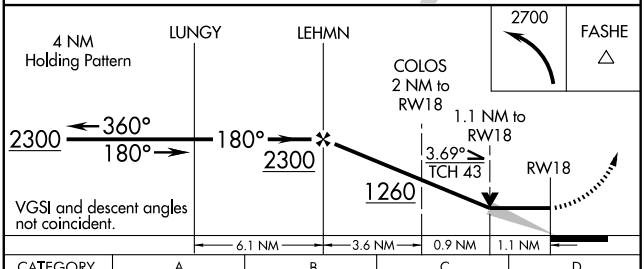
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
VDP NA with Lambert-St Louis Intl altimeter setting.

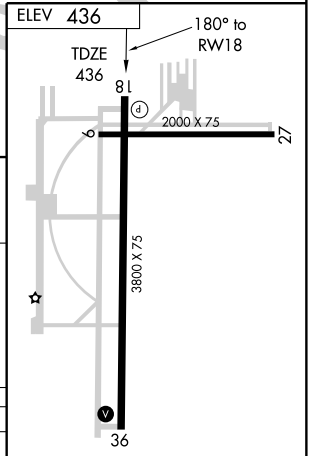
MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.

| ASOS | ST. LOUIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.075 | 124.2 353.9 | 121.6 | 122.7 (CTAF) L |

Procedure NA for arrivals at FASHE via V9 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 404 (500-1) | | 840-1¼ 404 (500-1¼) | NA |
| CIRCLING | 840-1 404 (500-1) | 900-1 464 (500-1) | 900-1½ 464 (500-1½) | NA |

REIL Rwy 18
MIRL Rwys 9-27 and 18-36

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC STL 117.4 Chan 121 | APP CRS 208° | Rwy Idg 3800 TDZE 436 Apt Elev 436 |
|---|---|---|

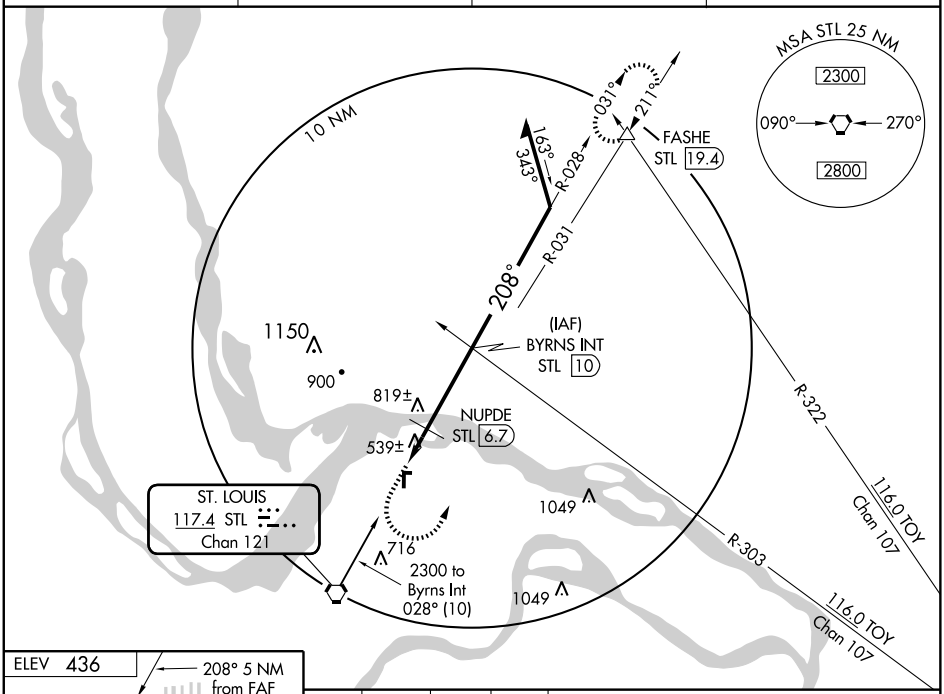
# VOR RWY 18

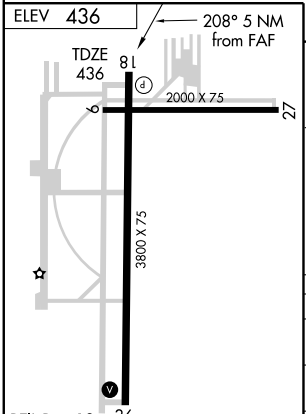
ST. CHARLES COUNTY SMARTT (SET)

If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
Straight-in minimums NA with Lambert-St. Louis altimeter setting.

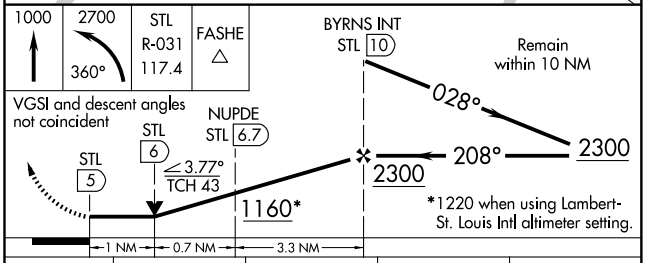
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360°and STL R-031 to FASHE INT/19.4 DME and hold.

| ASOS | ST. LOUIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.075 | 124.2 353.9 | 121.6 | 122.7 (CTAF) |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1160-1 | 724 (800-1) | 1160-2<br>724 (800-2) | NA |
| CIRCLING | 1160-1 | 724 (800-1) | 1160-2<br>724 (800-2) | NA |
| NUPDE FIX MINIMUMS | | | | |
| S-18 | 800-1 364 (400-1) | | | NA |
| CIRCLING | 840-1<br>404 (500-1) | 900-1<br>464 (500-1) | 900-1½<br>464 (500-1½) | NA |

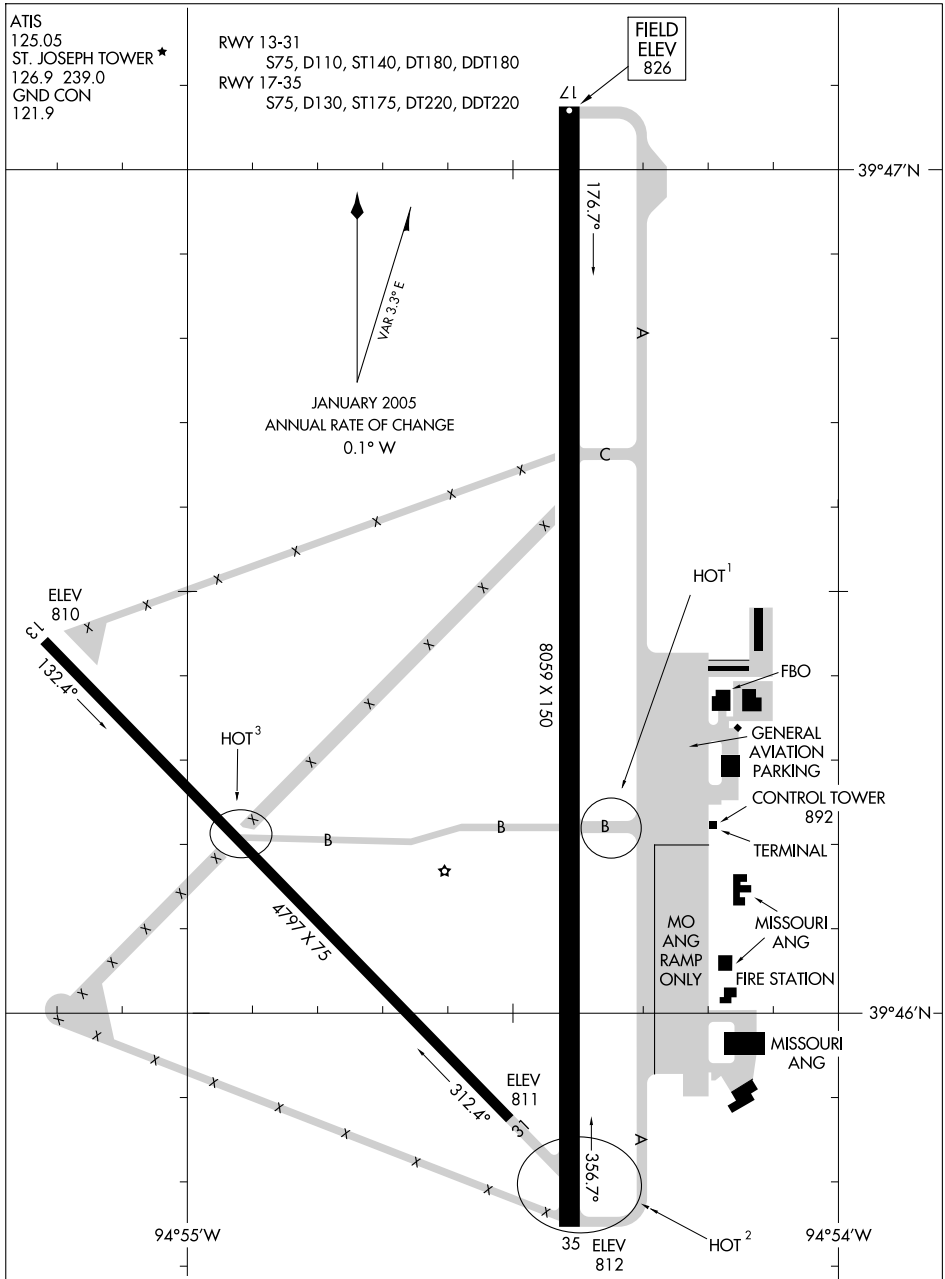
NC-3. 08 APR 2010 to 06 MAY 2010

09351

# AIRPORT DIAGRAM

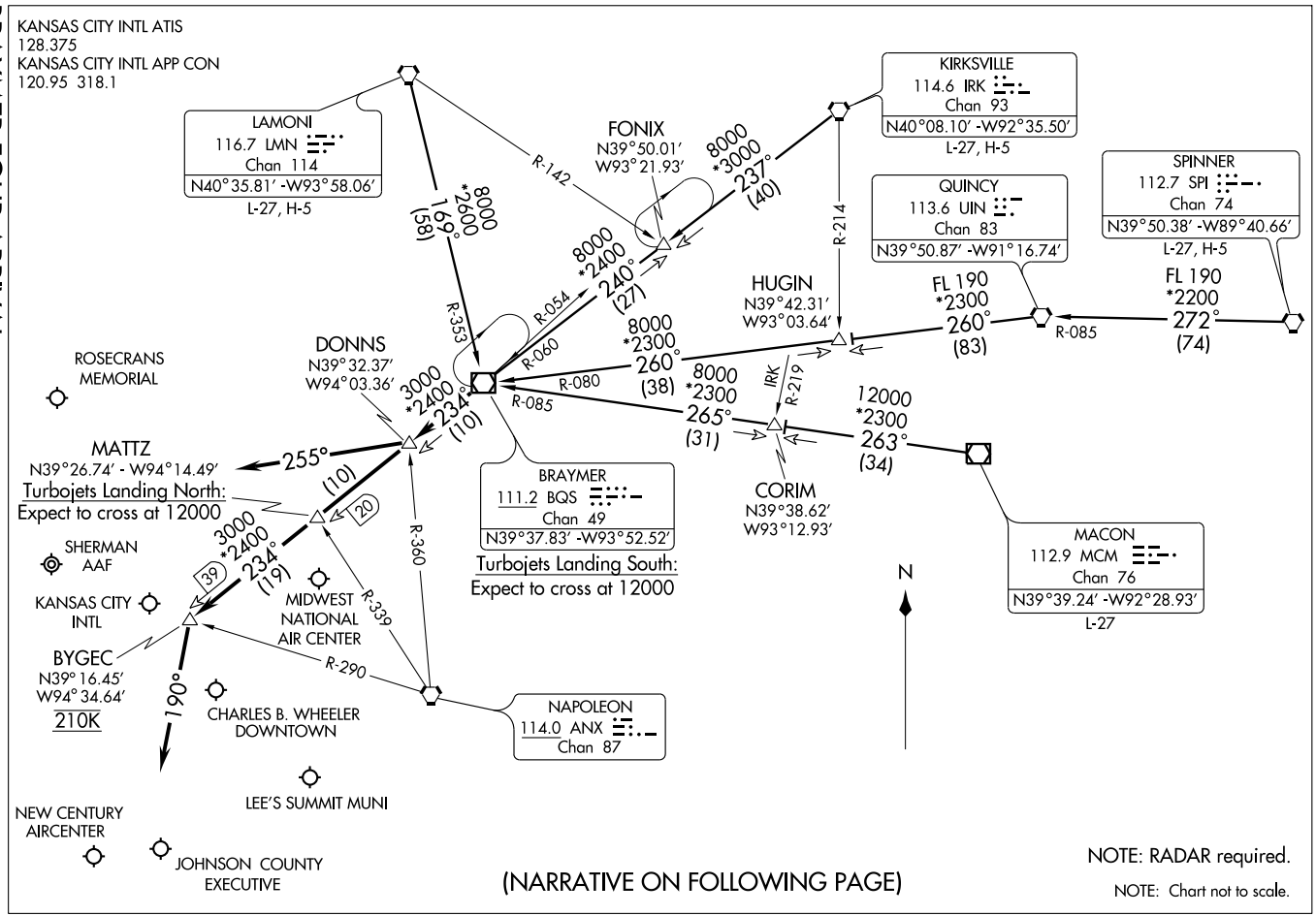
AL-359 (FAA)

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURI




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 08 APR 2010 to 06 MAY 2010


KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1
LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5
FONIX
N39°50.01′
W93°21.93′
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5
QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′
SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5
HUGIN
N39°42.31′
W93°03.64′
DONNS
N39°32.37′
W94°03.36′
ROSECRANS MEMORIAL
MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000
BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000
CORIM
N39°38.62′
W93°12.93′
MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27
SHERMAN AAF
KANSAS CITY INTL
MIDWEST NATIONAL AIR CENTER
BYGEC
N39° 16.45′
W94° 34.64′
210K
CHARLES B. WHEELER DOWNTOWN
NAPOLEON
114.0 ANX
Chan 87
LEE'S SUMMIT MUNI
NEW CENTURY AIRCENTER
JOHNSON COUNTY EXECUTIVE
N
R-142
R-214
R-054
R-353
R-060
R-080
R-085
R-219
R-360
R-339
R-290
8000 *2600 169° (58)
8000 *3000 237° (40)
8000 *2400 240° (27)
8000 *2300 260° (38)
FL 190 *2300 260° (83)
FL 190 *2200 272° (74)
8000 *2300 265° (31)
12000 *2300 263° (34)
3000 *2400 234° (10)
255° (10)
3000 *2400 234° (119)
190°
20
39
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

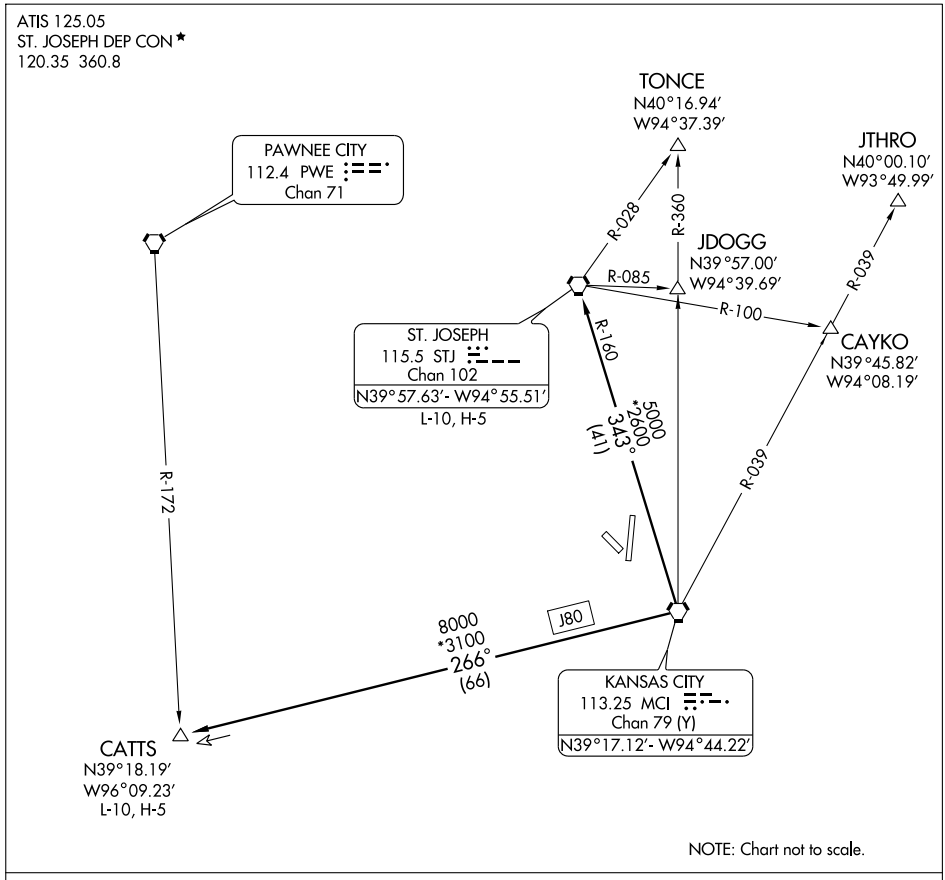
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

# CHIEF THREE DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

| LOC I-STJ | APP CRS | Rwy Idg | 8059 |
|---|---|---|---|
| 110.3 | 356° | TDZE | 814 |
| | | Apt Elev | 826 |

# ILS or LOC RWY 35

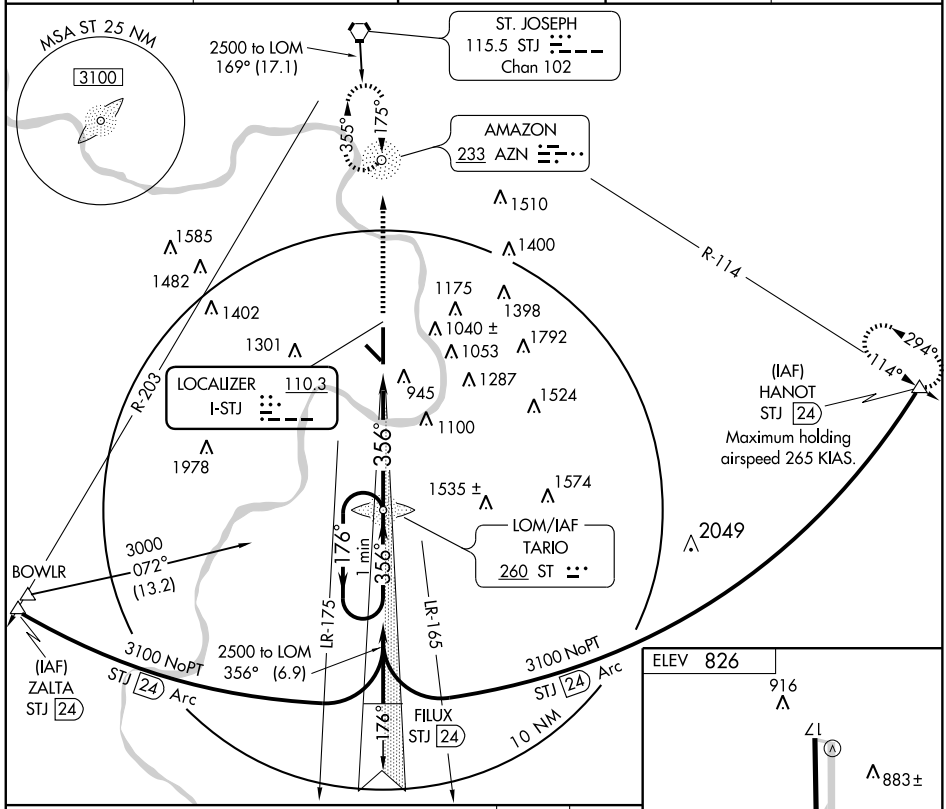
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

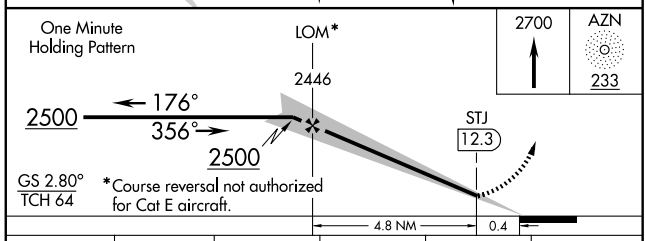
ADF or TACAN Required.

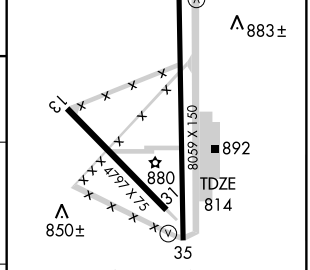
ASR/PAR

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold. (TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |




REIL Rwys 17 L and 35 L
HIRL Rwy 17-35 L

900±
356° 5.2 NM
from FAF

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

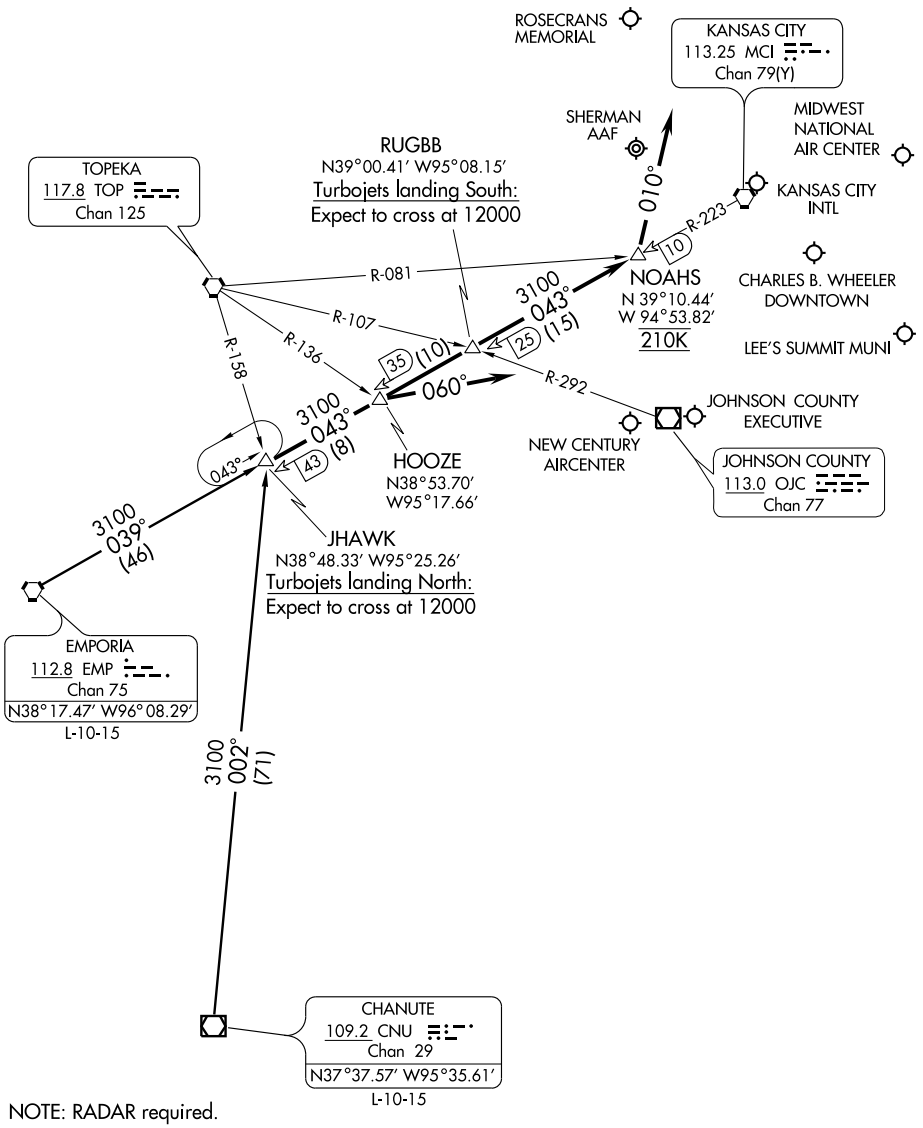
| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 | 1014/40 200 (200-¾) | | | | |
| S-LOC 35 | 1160/50 346 (400-1) | | | 1160/60 346 (400-1¼) | |
| CIRCLING | 1400-1 574 (600-1) | | 1400-1½ 574 (600-1½) | 1500-2¼ 674 (700-2¼) | 1760-3 934 (1000-3) |

NC-3. 08 APR 2010 to 06 MAY 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

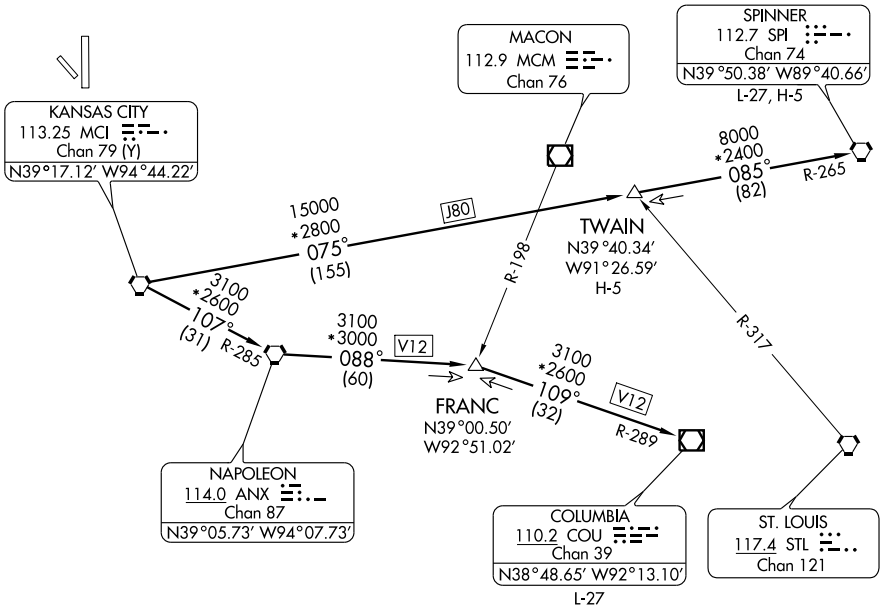
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8




TAKE-OFF MINIMUMS

Rwy 13, 17, 35: Standard.
Rwy 31: 400-2¼ or standard with minimum climb of 325′ per NM to 1300′.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394′ from DER, 655′ left of centerline, 100′ AGL/919′ MSL.
Rwy 17: Trees beginning 2691′ from DER, across courseline, up to 109′ AGL/928′ MSL.
Rwy 31: Trees beginning 1.18 NM from DER, 986′ left of centerline, up to 100′ AGL/1139′ MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 08 APR 2010 to 06 MAY 2010

| LOC I-STJ | APP CRS | Rwy Idg | 8059 |
|---|---|---|---|
| 110.3 | 176° | TDZE | 826 |
| | | Apt Elev | 826 |

# LOC BC RWY 17

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

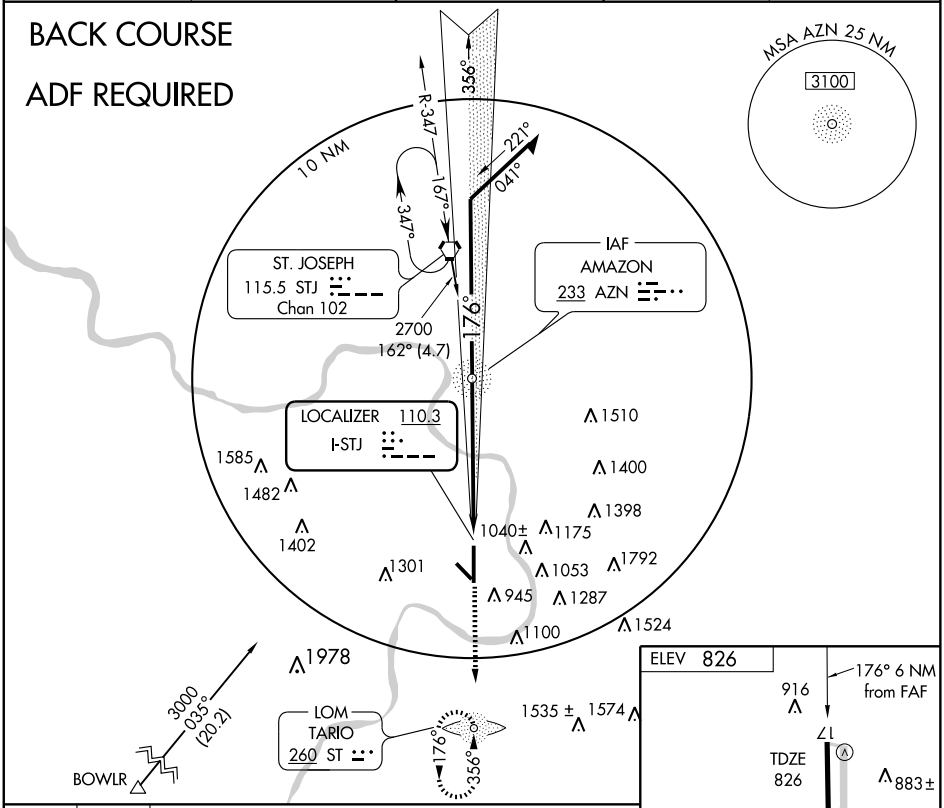
ASR/PAR

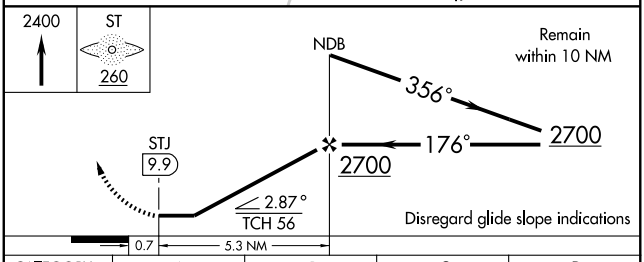
MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

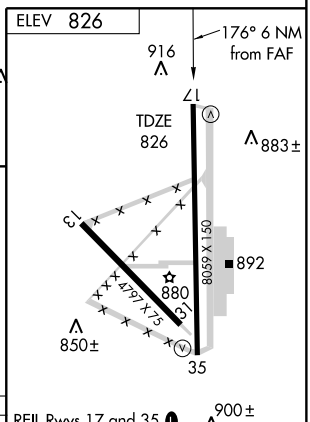
| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |

BACK COURSE

ADF REQUIRED




REIL Rwys 17 and 35 L

HIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1200-1 374 (400-1) | | | 1200-1¼ 374 (400-1¼) |
| CIRCLING | 1400-1 574 (600-1) | | 1400-1½ 574 (600-1½) | 1500-2¼ 674 (700-2¼) |

FAF to MAP 5.3 NM

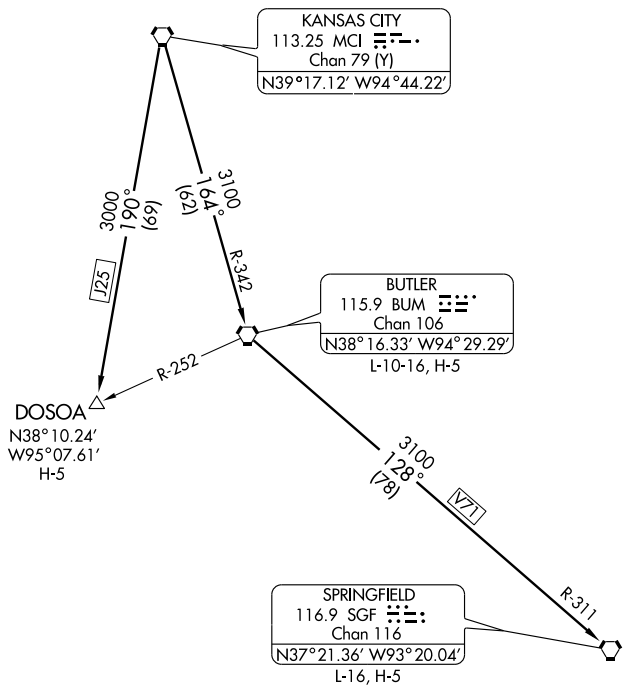
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NC-3. 08 APR 2010 to 06 MAY 2010

# RACER THREE DEPARTURE



ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

| APP CRS | Rwy Idg | 8059 |
|---|---|---|
| 176° | TDZE | 826 |
| | Apt Elev | 826 |

# RNAV (GPS) RWY 17

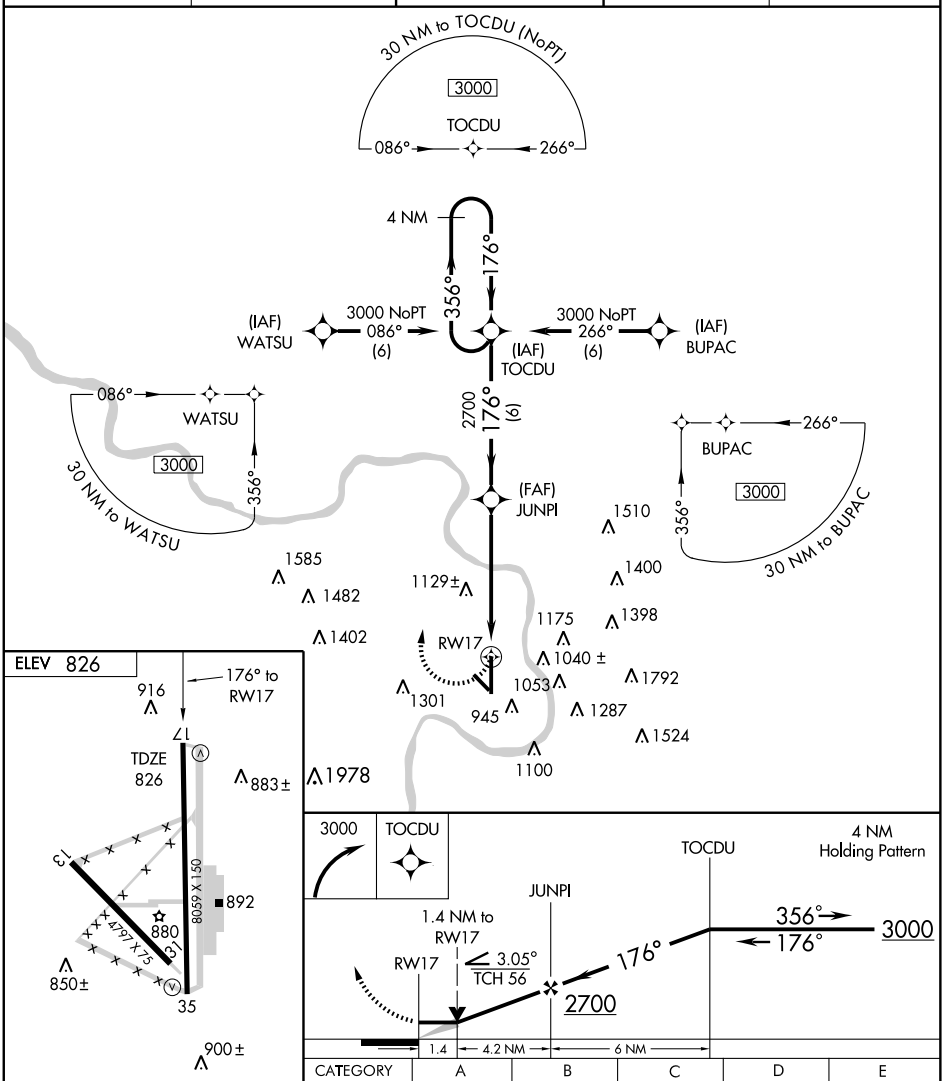
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

NA ASR/PAR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct TOCDU WP and hold.

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 1340-1 | 514 (600-1) | 1340-1½ 514 (600-1½) | 1340-1¾ | 514 (600-1¾) |
| CIRCLING | 1400-1 | 574 (600-1) | 1400-1½ 574 (600-1½) | 1500-2¼ 674 (700-2¼) | 1760-3 934 (1000-3) |

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 8059 |
|---|---|---|
| 356° | TDZE | 814 |
| | Apt Elev | 826 |

# RNAV (GPS) RWY 35

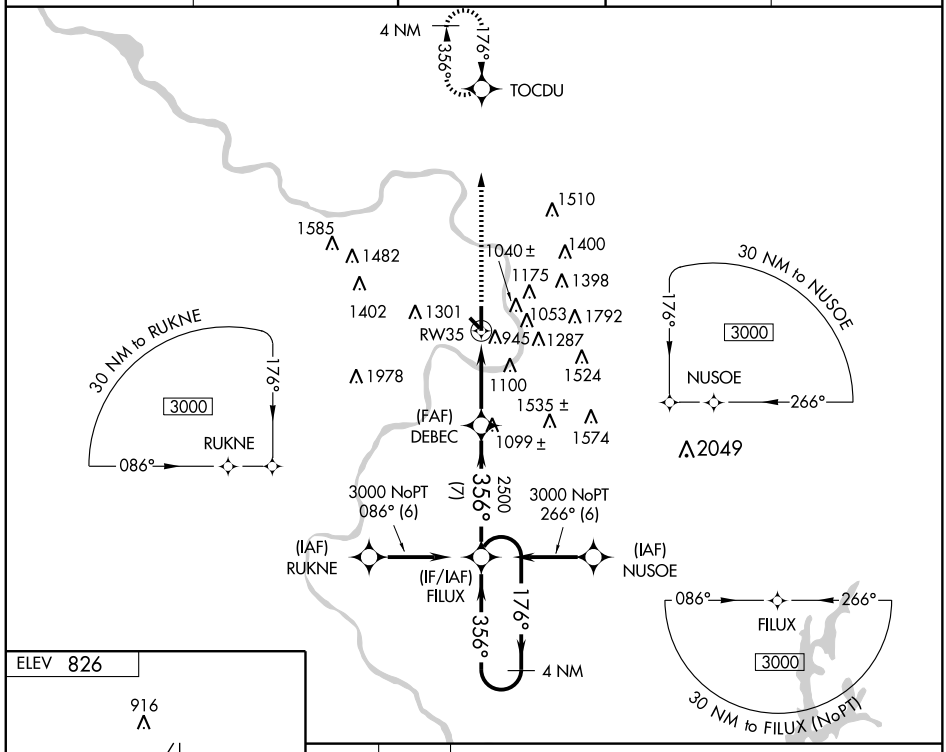
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

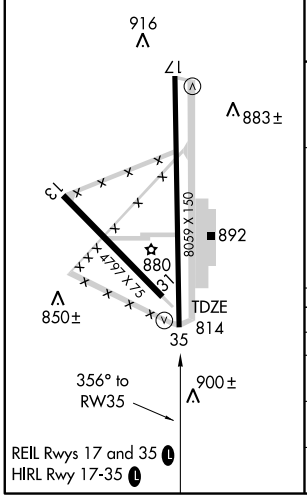
NA ASR/PAR

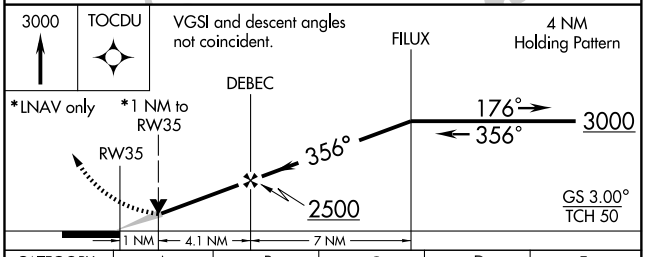
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3° F).

MISSED APPROACH: Climb to 3000 direct TOCDU WP and hold.

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |



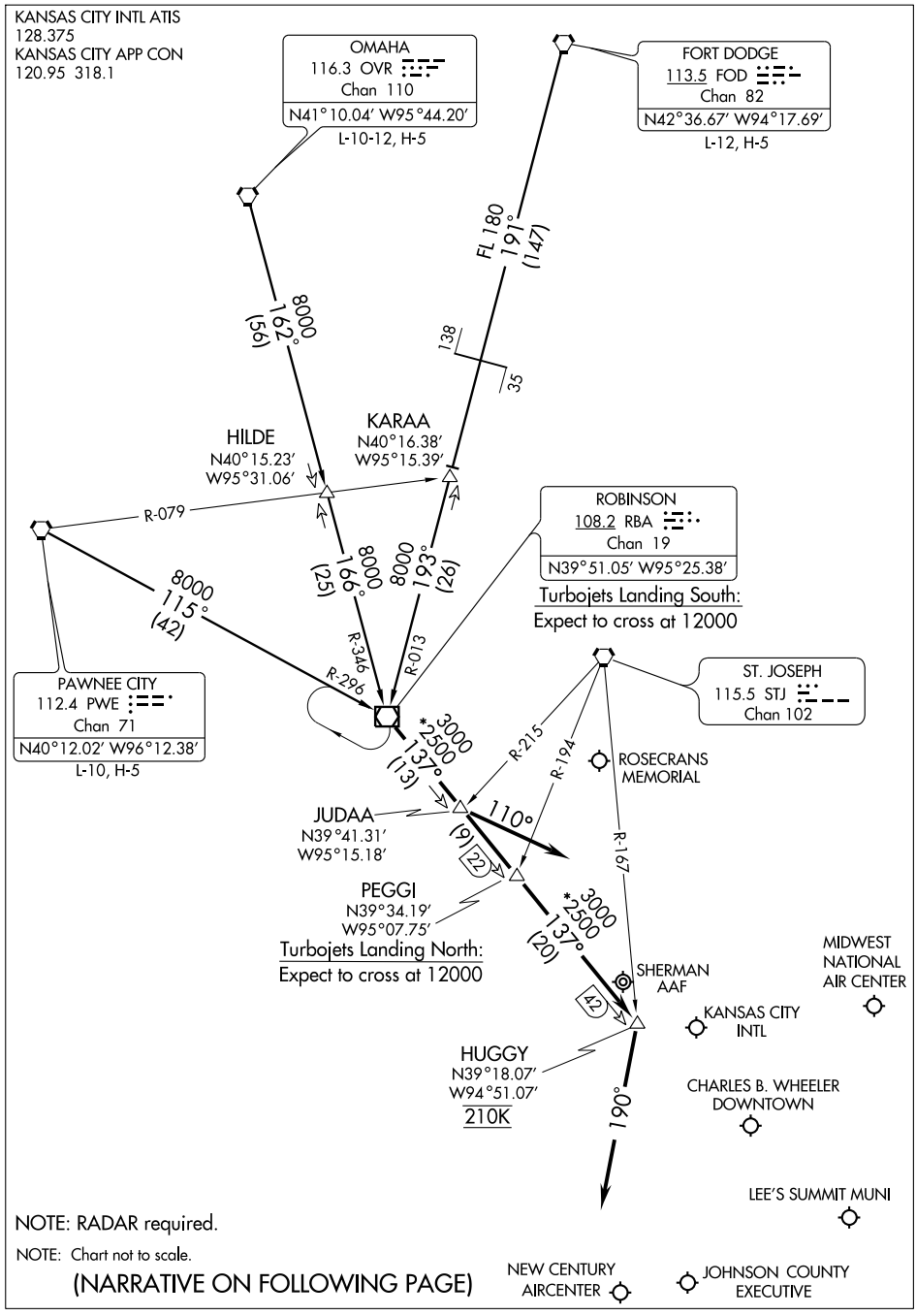

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/ VNAV DA | 1240-1½ 426 (500-1½) | | | | |
| LNAV MDA | 1160/50 346 (400-1) | | | 1160/60 346 (400-1¼) | |
| CIRCLING | 1400-1½ 574 (600-1½) | | | 1500-2¼ 674 (700-2¼) | 1760-3 934 (1000-3) |

NC-3. 08 APR 2010 to 06 MAY 2010

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

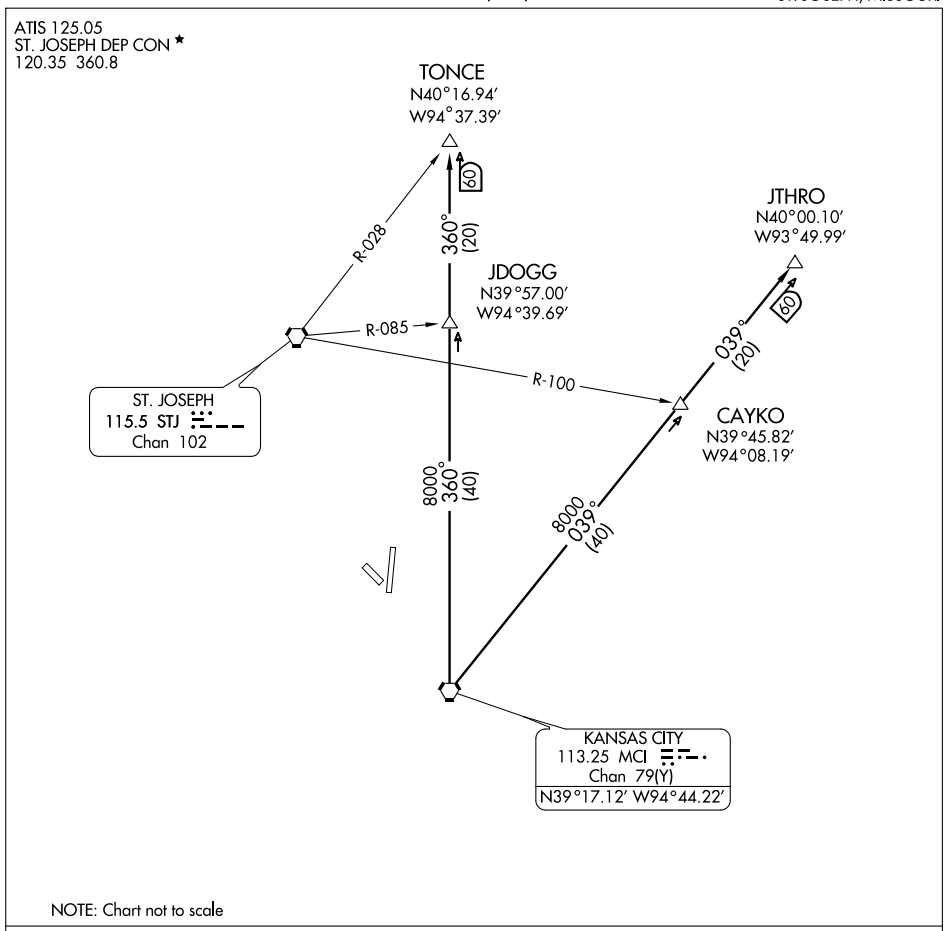
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

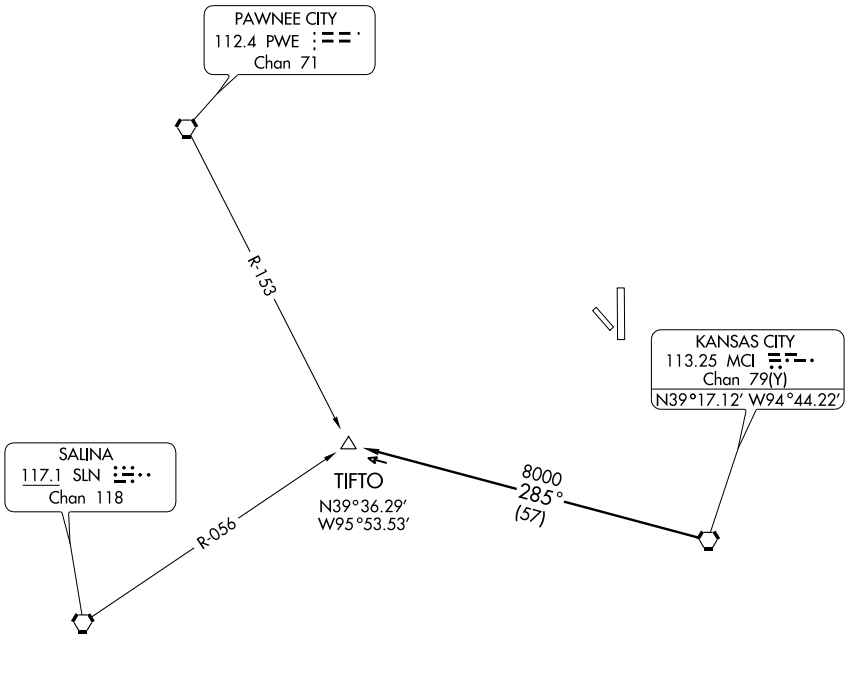
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 08 APR 2010 to 06 MAY 2010

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

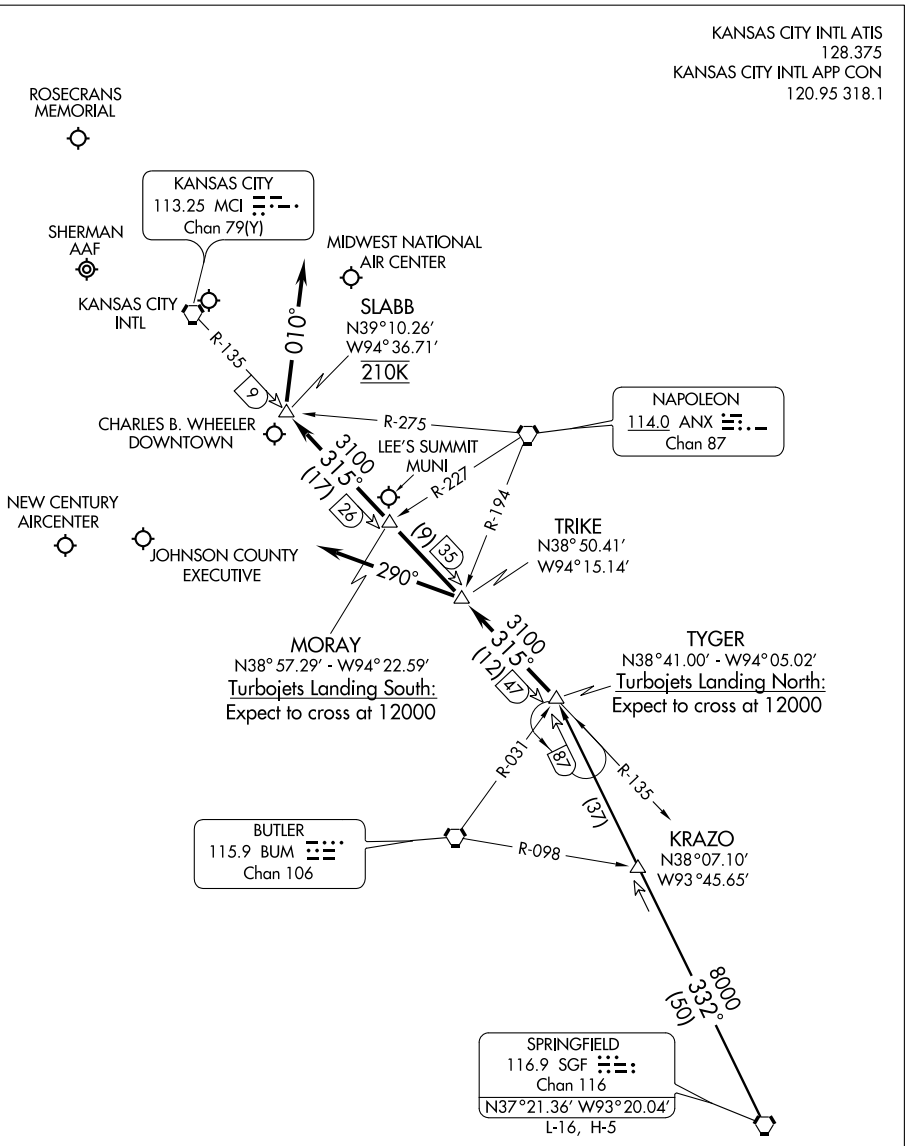
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

| STJ VORTAC 115.5 Chan 102 | APP CRS 348° | Rwy Idg 8059 TDZE 814 Apt Elev 826 |
|---|---|---|

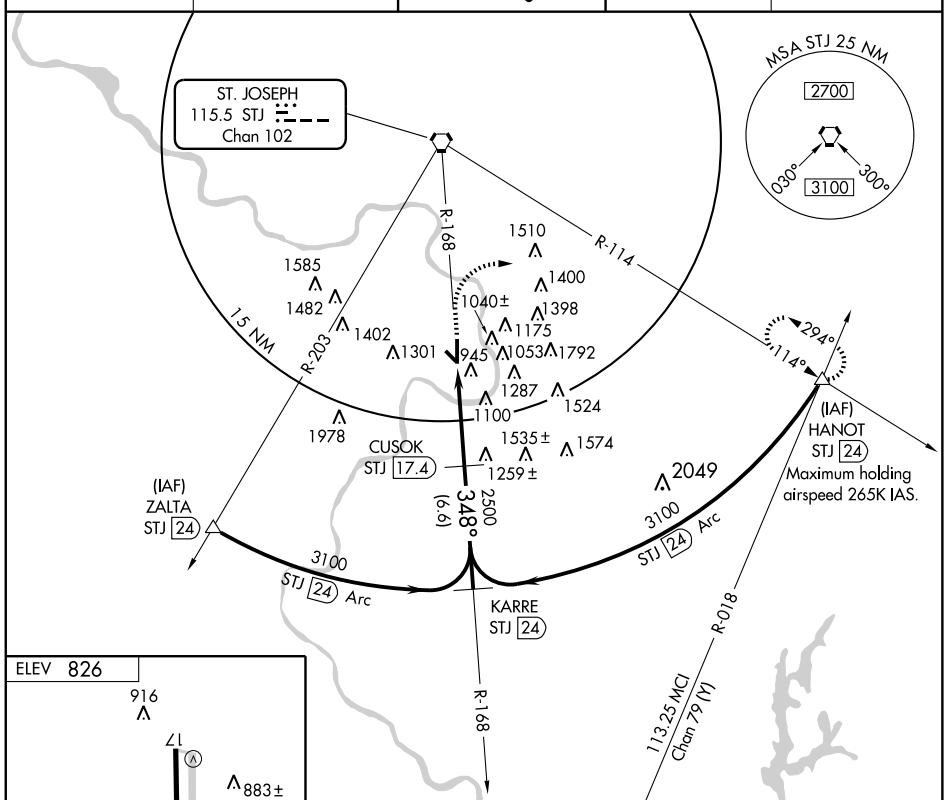
# VOR/DME or TACAN RWY 35

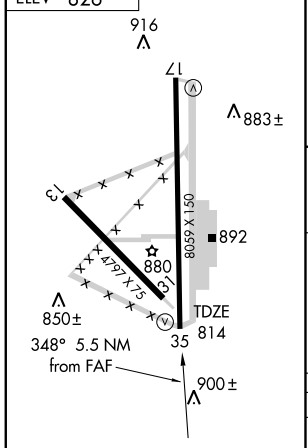
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

NA
ASR/PAR

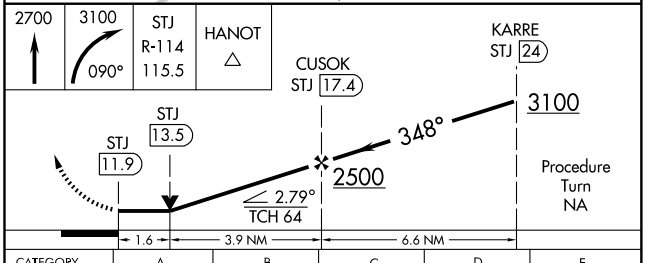
MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |




REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35 | 1360/50 | 546 (600-1) | 1360-1½ 546 (600-1½) | 1360-1¾ 546 (600-1¾) | 1360-2 546 (600-2) |
| CIRCLING | 1400-1 | 574 (600-1) | 1400-1½ 574 (600-1½) | 1500-2¼ 674 (700-2¼) | 1760-3 934 (1000-3) |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC STJ | APP CRS | Rwy Idg | 8059 |
|---|---|---|---|
| 115.5 | 167° | TDZE | 826 |
| Chan 102 | | Apt Elev | 826 |

# VOR or TACAN RWY 17

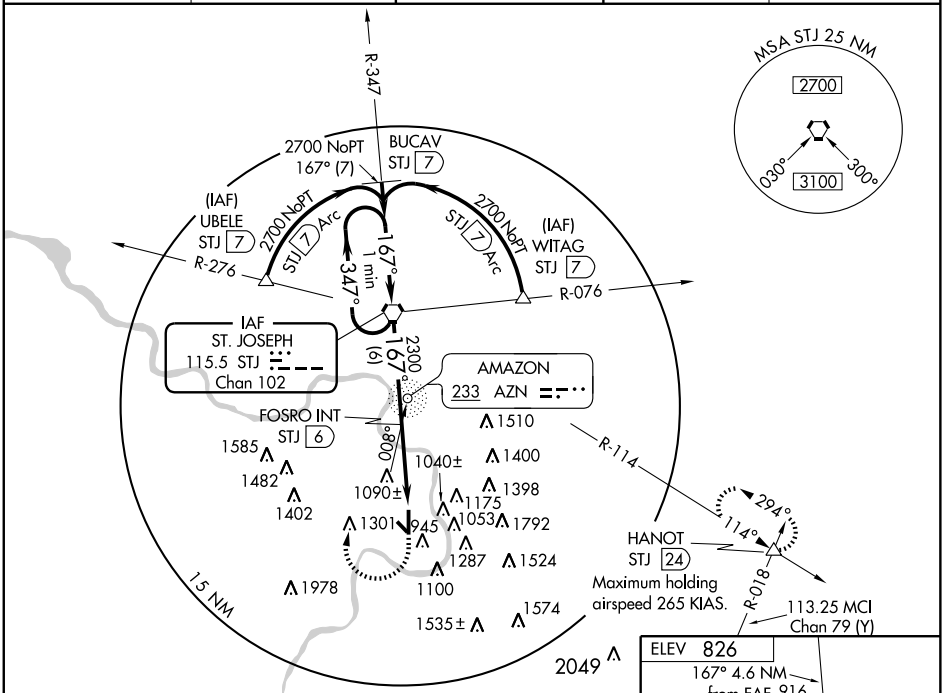
## ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

Missed approach to STJ VORTAC not authorized for Cat. E aircraft.

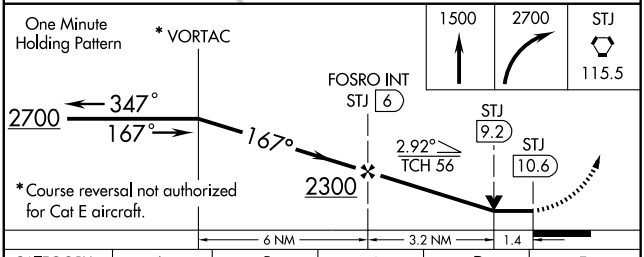
ASR/PAR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

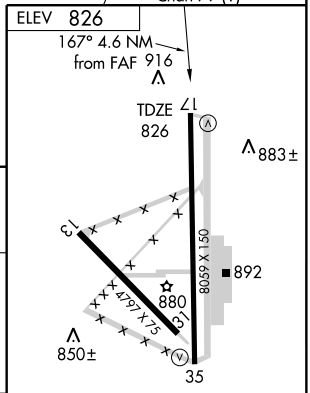
| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |




## ADF or DME REQUIRED

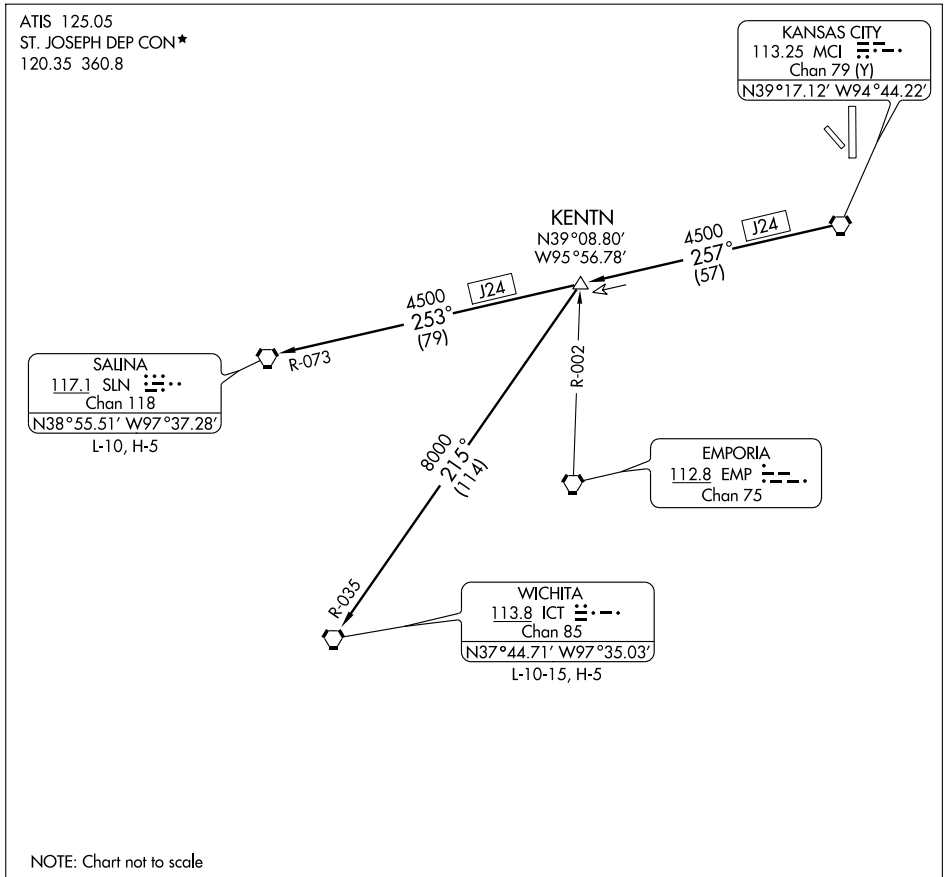



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17 | 1340-1 | 514 (600-1) | 1340-1½ 514 (600-1½) | 1340-1¾ | 514 (600-1¾) |
| CIRCLING | 1400-1 | 574 (600-1) | 1400-1½ 574 (600-1½) | 1500-2½ 674 (700-2½) | 1760-3 934 (1000-3) |




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

NC-3. 08 APR 2010 to 06 MAY 2010




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

| WAAS | APP CRS | Rwy Idg | 4500 |
|---|---|---|---|
| CH 50403 | 158° | TDZE | 451 |
| W16A | | Apt Elev | 463 |

# RNAV (GPS) RWY 16

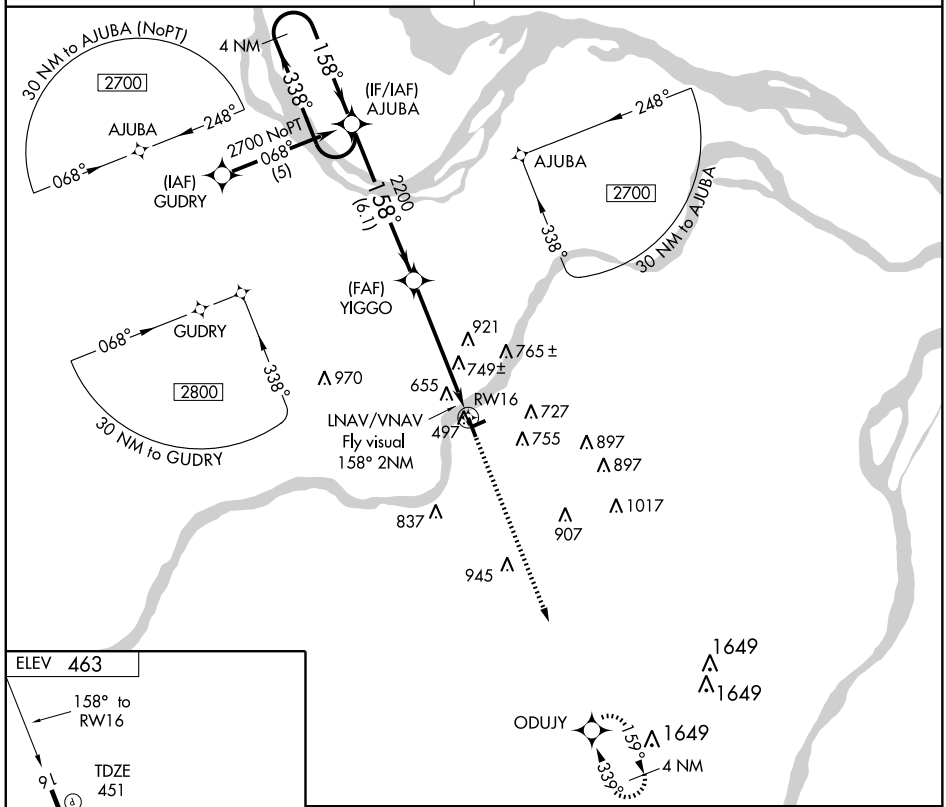
ST. LOUIS/CREVE COEUR (1H0)

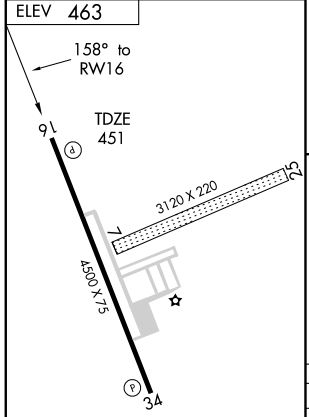
T NA — Use Lambert-St Louis Intl altimeter setting. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

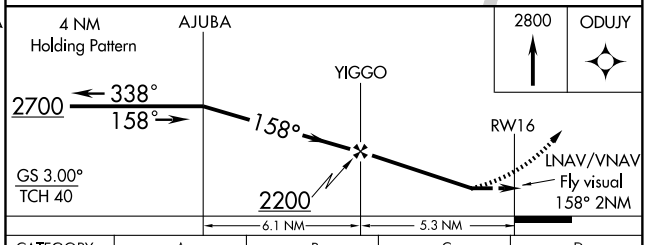
MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON
**126.5 254.3**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 912-1¾ | 461 (500-1¾) | NA | |
| LNAV/VNAV DA | 1130-2 | 679 (700-2) | NA | |
| LNAV MDA | 1160-1 | 709 (700-1) | NA | |
| CIRCLING | 1160-1 | 697 (700-1) | NA | |

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4500 |
|---|---|---|---|
| CH 93905 | 338° | TDZE | 463 |
| W34A | | Apt Elev | 463 |

# RNAV (GPS) RWY 34

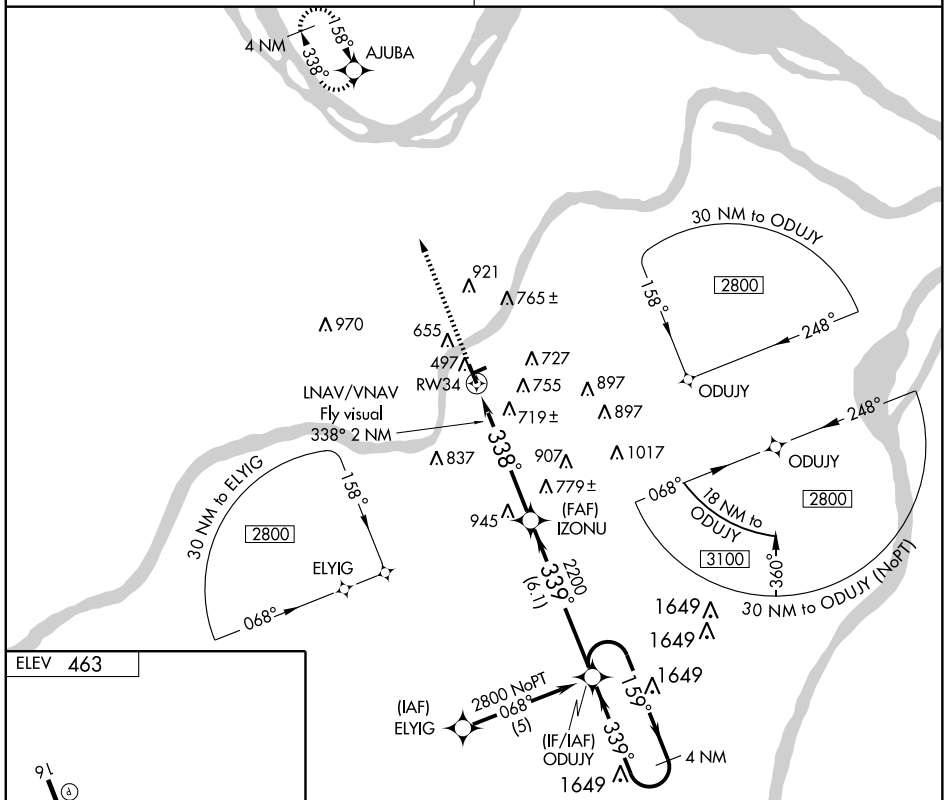
ST. LOUIS/CREVE COEUR (1H0)

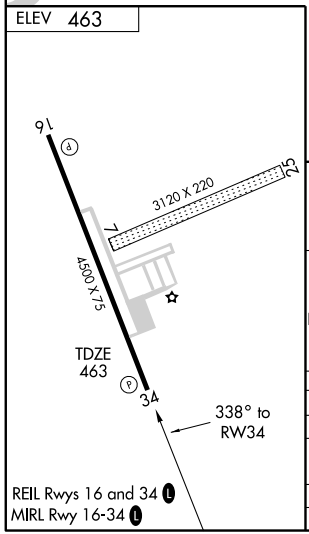
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

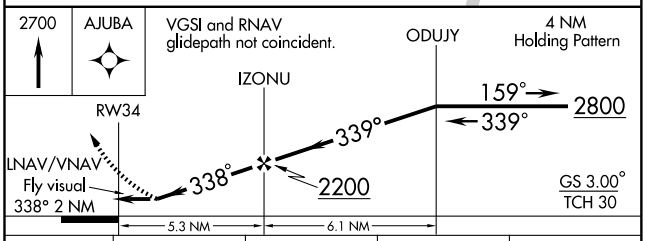
MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

ST. LOUIS APP CON
**126.5 254.3**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 809-1¼ 346 (400-1¼) | | NA | |
| LNAV/VNAV DA | 1131-2 668 (700-2) | | NA | |
| LNAV MDA | 1080-1 617 (700-1) | | NA | |
| CIRCLING | 1080-1 617 (700-1) | | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC FTZ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.8 | 080° | TDZE | N/A |
| Chan 45 | | Apt Elev | 451 |

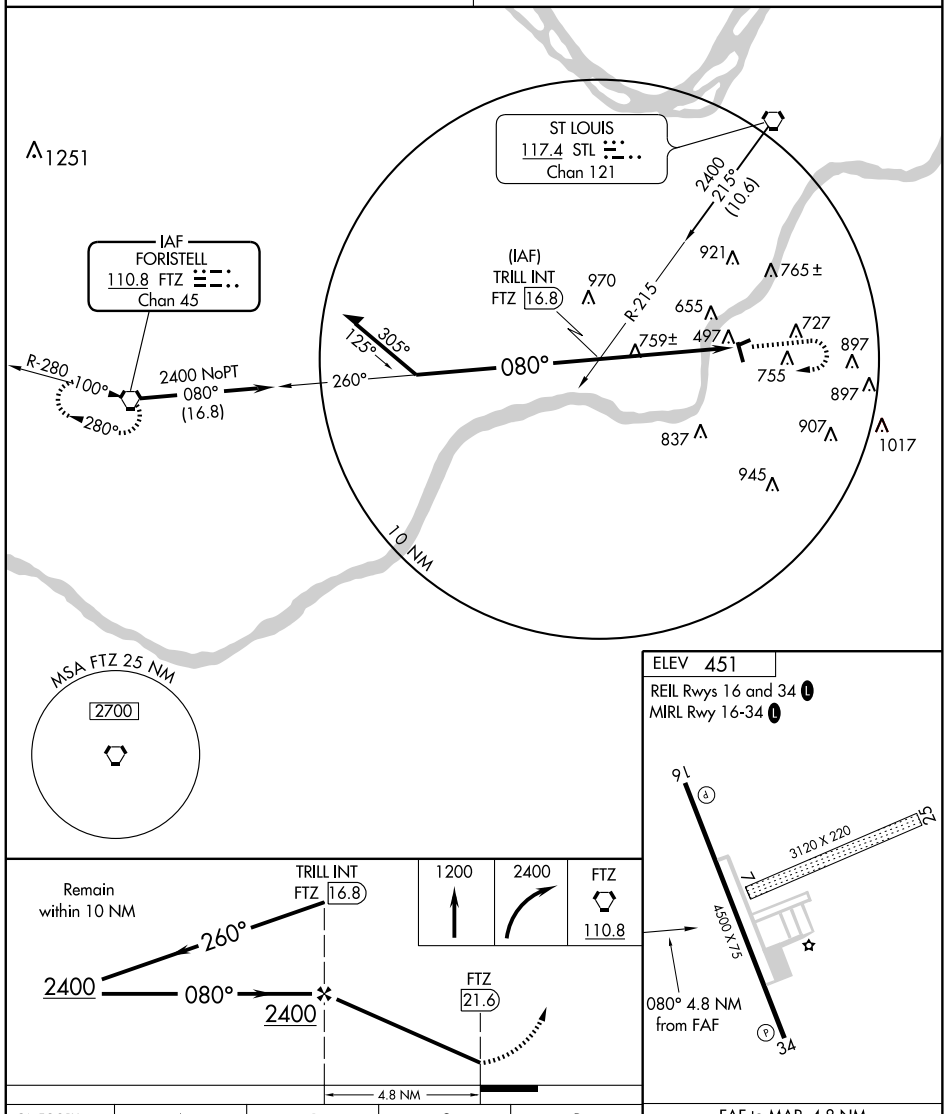
# VOR-A

ST. LOUIS/ CREVE COEUR (1H0)

NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

| ST. LOUIS APP CON | UNICOM |
|---|---|
| 126.5 254.3 | 122.8 (CTAF) L |

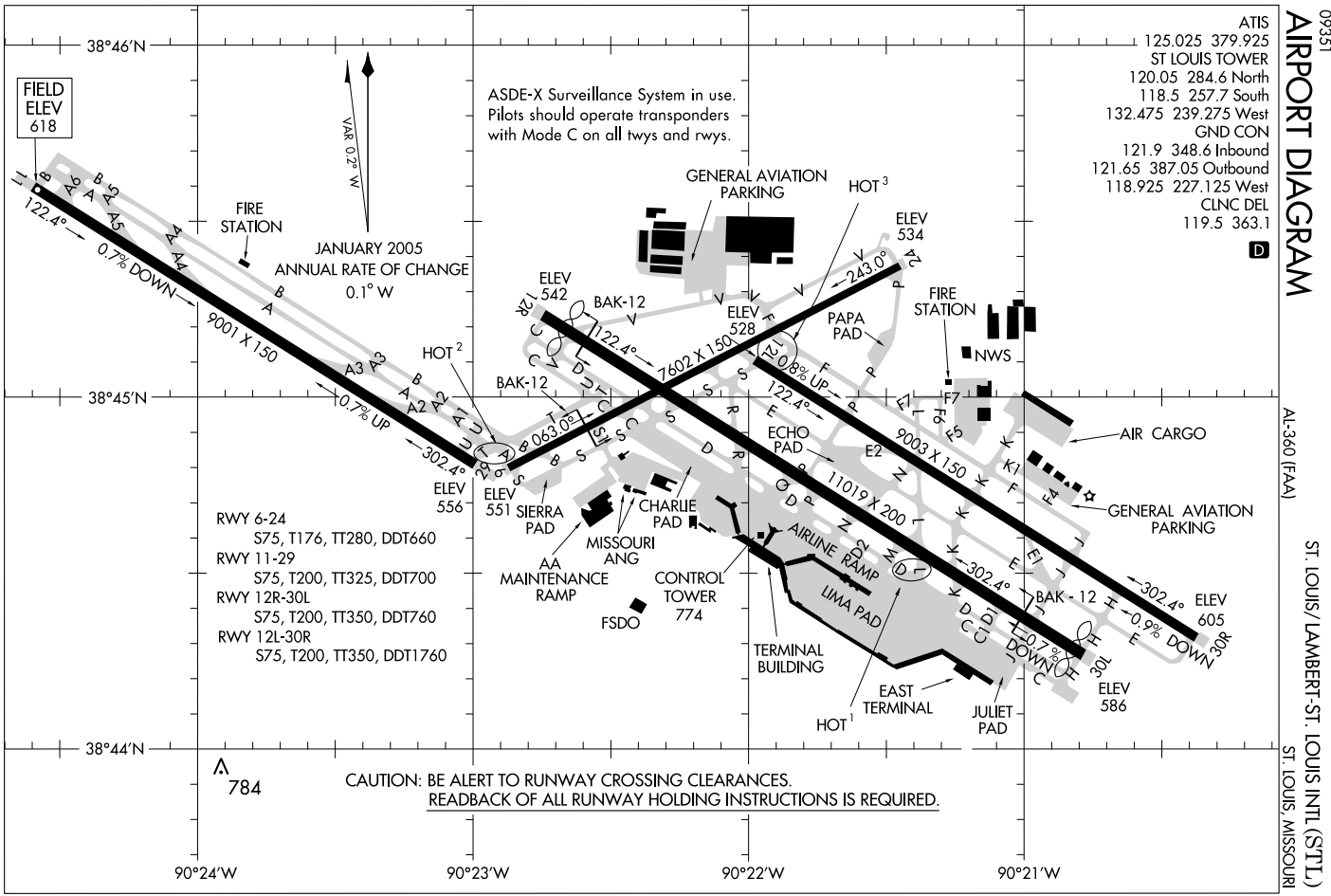



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1<br>609 (700-1) | 1080-1¼<br>629 (700-1¼) | NA | |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NC-3. 08 APR 2010 to 06 MAY 2010

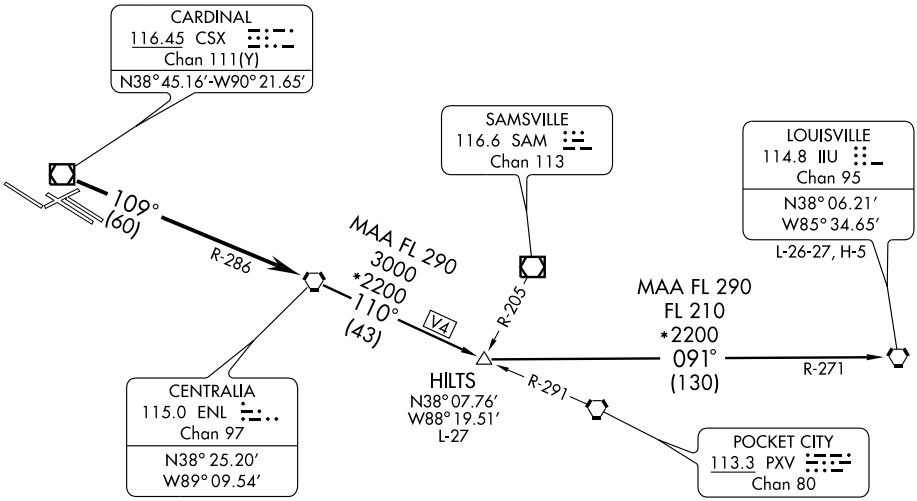

09351
AIRPORT DIAGRAM
AL-360 (FAA)
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI
ATIS
125.025 379.925
ST LOUIS TOWER
120.05 284.6 North
118.5 257.7 South
132.475 239.275 West
GND CON
121.9 348.6 Inbound
121.65 387.05 Outbound
118.925 227.125 West
CLNC DEL
119.5 363.1
D
FIELD ELEV 618
ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.
VAR 0.2° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
38°46'N
38°45'N
38°44'N
90°24'W
90°23'W
90°22'W
90°21'W
FIRE STATION
GENERAL AVIATION PARKING
HOT 3
ELEV 534
ELEV 542
BAK-12
ELEV 528
PAPA PAD
FIRE STATION
NWS
122.4°
0.7% DOWN
9001 X 150
0.7% UP
7602 X 150
0.8% UP
9003 X 150
HOT 2
BAK-12
063.0°
302.4°
ELEV 556
ELEV 551
SIERRA PAD
CHARLIE PAD
ECHO PAD
AIR CARGO
GENERAL AVIATION PARKING
11019 X 200
AIRLINE RAMP
LIMA PAD
AA MAINTENANCE RAMP
MISSOURI ANG
CONTROL TOWER 774
FSDO
TERMINAL BUILDING
EAST TERMINAL
JULIET PAD
HOT 1
BAK - 12
0.9% DOWN
0.7% DOWN
ELEV 605
ELEV 586
RWY 6-24
S75, T176, TT280, DDT660
RWY 11-29
S75, T200, TT325, DDT700
RWY 12R-30L
S75, T200, TT350, DDT760
RWY 12L-30R
S75, T200, TT350, DDT1760
784
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# BLUES TWO DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5




NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

# CARDS SEVEN DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

## TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.
Rwy 30R: 200-1¼ or standard with minimum climb of 276′ per NM to 800′.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

BRADFORD
114.7 BDF
Chan 94
N41°09.58′-W89°35.27′
L-27, H-5

R-198
8000
*2200
018°
(69)

NEENS
N40°14.89′
W90°31.90′
L-27

QUINCY
113.6 UIN
Chan 83

R-050
90
12000
*2100
355°
(52)

SKUTR
N40°04.10′
W90°03.66′

SPINNER
112.7 SPI
Chan 74
N39°50.38′-W89°40.66′
L-27, H-5

80
R-309
8000
*2000
010°
(43)

R-207
2700
*2100
027°
(35)

R-122

LEBOY
N39°26.00′
W90°34.38′
L-27

42
3000
*2200
(4)

MYKEY
N39°23.05′
W90°25.92′

SKYPE
N39°21.64′
W90°13.43′

DEECE
N39°22.12′
W90°33.17′

3000
*2000
355°
(38)

TEWHY
N39°19.37′
W90°00.33′

3000
*2100
346°
(38)

3000
*2000
010°
(37)

2700
*2100
026°
(38)

R-352

ST. LOUIS
117.4 STL
Chan 121

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16′-W90°21.65′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577′ from DER, 618′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA 1037′ from DER, 709′ right of centerline, 391′ AGL/573′ MSL.
Pole 1368′ from DER, 635′ right of centerline, 28′ AGL/568′ MSL.
Antenna on bldg 2478′ from DER, 1012′ right of centerline, 30′ AGL/598′ MSL.

Rwy 12L: OL on DME 551′ from DER, 258′ left of centerline, 20′ AGL/619′ MSL.

Rwy 12R: Traffic sign 1416′ from DER, 705′ right of centerline, 7′ AGL/636′ MSL.
Bush 1791′ from DER, 503′ right of centerline, 7′ AGL/636′ MSL.
Tree 1933′ from DER, 370′ left of centerline, 88′ AGL/657′ MSL.
Tree 2228′ from DER, 162′ left of centerline, 75′ AGL/654′ MSL.
Sign 2804′ from DER, 873′ right of centerline, 93′ AGL/672′ MSL.

Rwy 24: Multiple trees and antenna beginning 3766′ from DER, 899′ right of centerline, up to 115′ AGL/704′ MSL.

Rwy 30L: Ground beginning at DER, 157′ right of centerline, up to 592′ MSL.
Multiple trees and poles beginning 1684′ from DER, 641′ left of centerline, 107′ AGL/684′ MSL.

Rwy 30R: OL on GS 950′ from DER, on centerline, 28′ AGL/587′ MSL.
Multiple buildings and antenna beginning 1374′ from DER, 709′ right of centerline, up to 81′ AGL/611′ MSL.
Multiple trees and antenna beginning 4240′ from DER, 253′ right of centerline, up to 142′ AGL/741′ MSL.

NC-3, 08 APR 2010 to 06 MAY 2010

# GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 08325

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

SIL-360 (FAA)

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

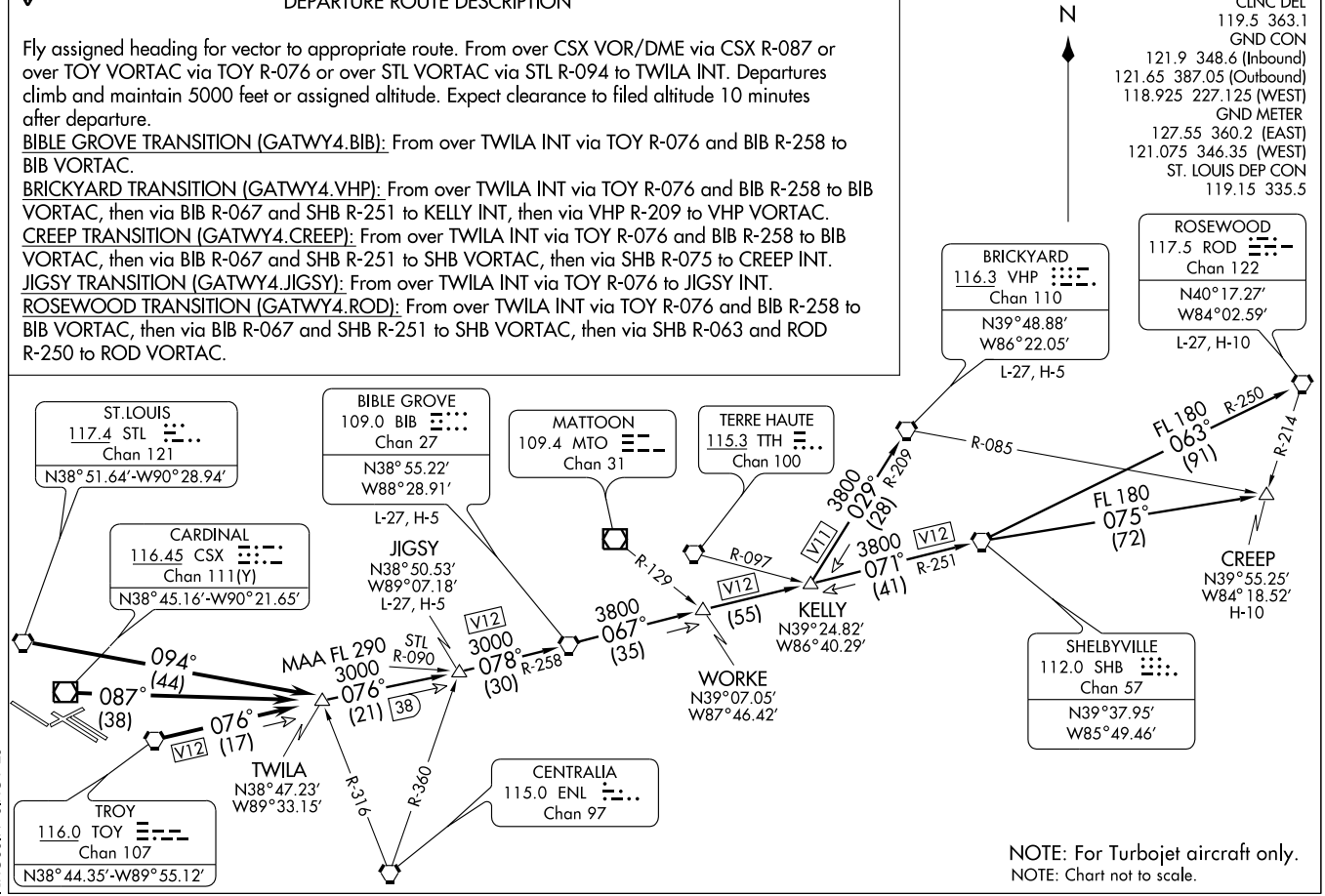
BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5




NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

| LOC/DME I-JAK | APP CRS | Rwy Idg 7602 |
|---|---|---|
| 110.3 Chan 40 | 063° | TDZE 551 |
| | | Apt Elev 618 |

# ILS or LOC RWY 6

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

When MALSR inoperative, increase visibility S-ILS 6 Cat E ¼ mile and S-LOC 6 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

ALTERNATE MISSED APCH FIX

031° 211° FASHE STL 19.4

117.4 STL R-031 Chan 121

116.0 TOY R-322 Chan 107

MSA CSX 25 NM

2200

090° 270°

2800

ST. LOUIS 117.4 STL Chan 121

LOM ZUMAY 404 ST

240° 060°

CARDINAL 116.45 CSX Chan 111(Y)

10 NM

IAF FORISTELL 110.8 FTZ Chan 45

R-207 R-194 R-179

745 720 784 738 897 897 875

LOCALIZER 110.3 I-JAK Chan 40

ENCOE INT I-JAK 12.9 RADAR

5000 095° (16.3)

3400 063° (4.5)

2400 063° (3.2)

TONII INT I-JAK 5.2 RADAR 1017

WOODE INT I-JAK 8.5 RADAR

243°

ADF REQUIRED

1649

Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681

TDZE 551 658 774

0.7% DOWN 0.7% UP 0.7% DOWN 0.7% UP

12L 12R 24 6 30L 30R

063° 5.4 NM from FAF

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ENCOE INT I-JAK 12.9 RADAR

WOODE INT I-JAK 8.5 RADAR

TONII INT I-JAK 5.2 RADAR

3000 ST 404

LOC unusable 0.2 DME inbound.

5000 063° 3400 2400 2348

I-JAK 0.2

Procedure Turn NA

GS 3.00° TCH 50

4.5 NM 3.2 NM 5 NM 0.4 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 6 | 801/40 250 (200-¾) | | | | |
| S-LOC 6 | 1020/24 469 (500-½) | | 1020/40 469 (500-¾) | 1020/50 469 (500-1) | 1020/60 469 (500-1¼) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-OGZ | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56 (Y) | | Apt Elev | 618 |

# ILS or LOC RWY 11

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

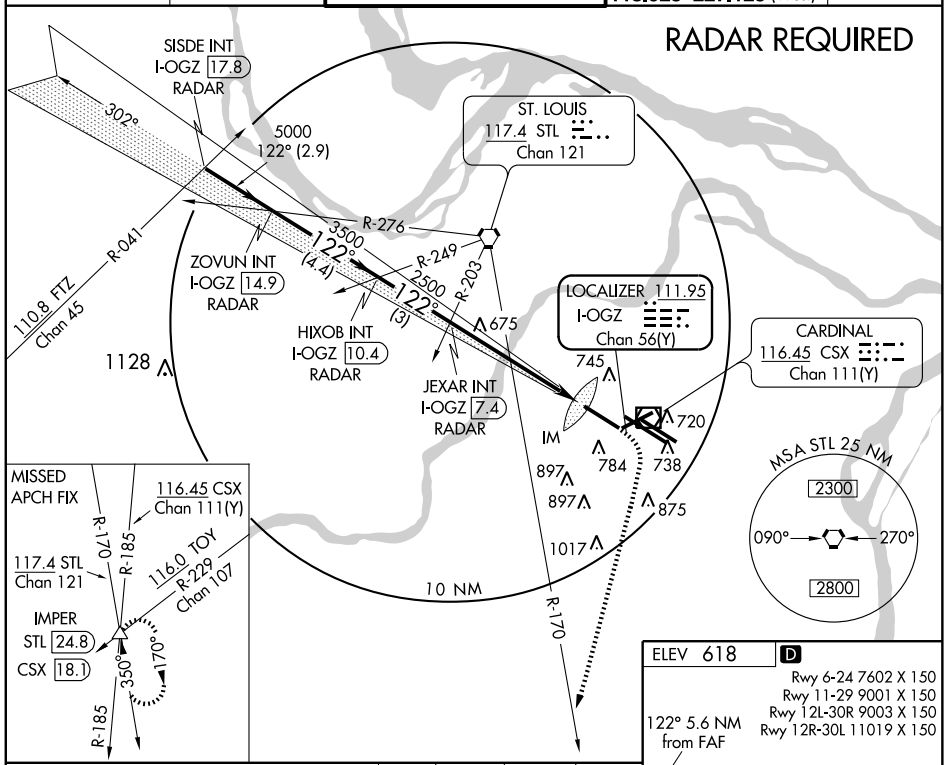
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.

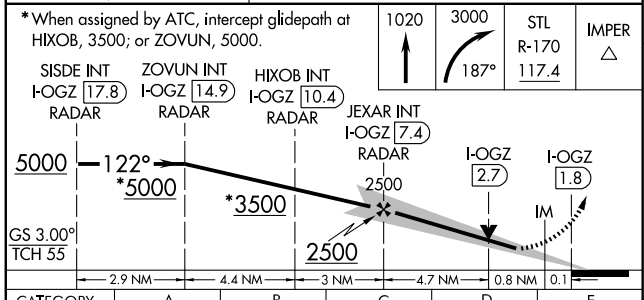
ALSF-2

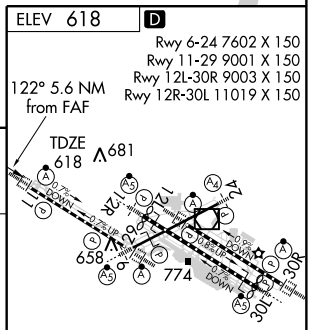
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 11 | 818/18 200 (200-½) | | | | 818/24 200 (200-½) |
| S-LOC 11 | 980/24 362 (400-½) | | | 980/40 362 (400-¾) | |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-LDZ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 108.9 | 122° | TDZE | 541 |
| Chan 26 | | Apt Elev | 618 |

# ILS or LOC RWY 12L

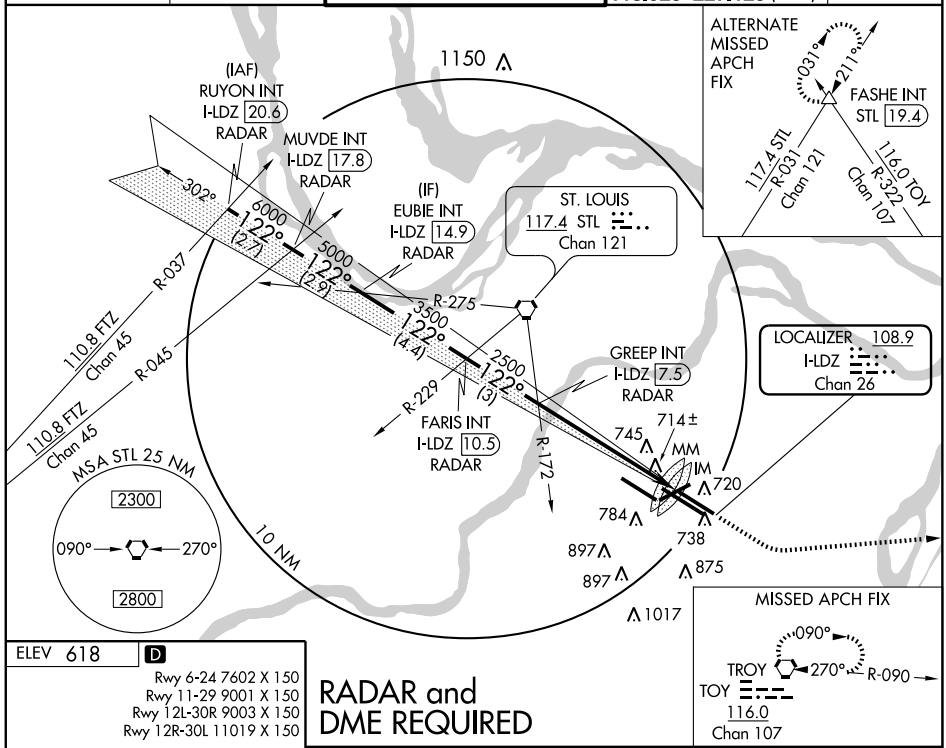
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

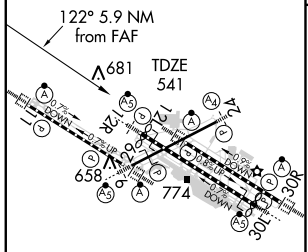
T When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000 and LOC visibility to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



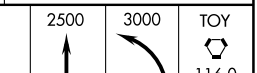




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

## RADAR and DME REQUIRED

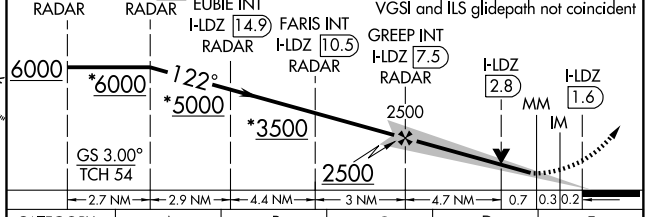
MISSED APCH FIX




* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

| 2500 | 3000 | TOY |
|---|---|---|
| | | 116.0 |

VGSI and ILS glidepath not coincident




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12L | 741/18 200 (200-½) | | | | 741/24 200 (200-½) |
| S-LOC 12L | 980/24 439 (400-½) | | 980/40 439 (400-¾) | 980/50 439 (400-1) | |

NC-3. 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 12R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

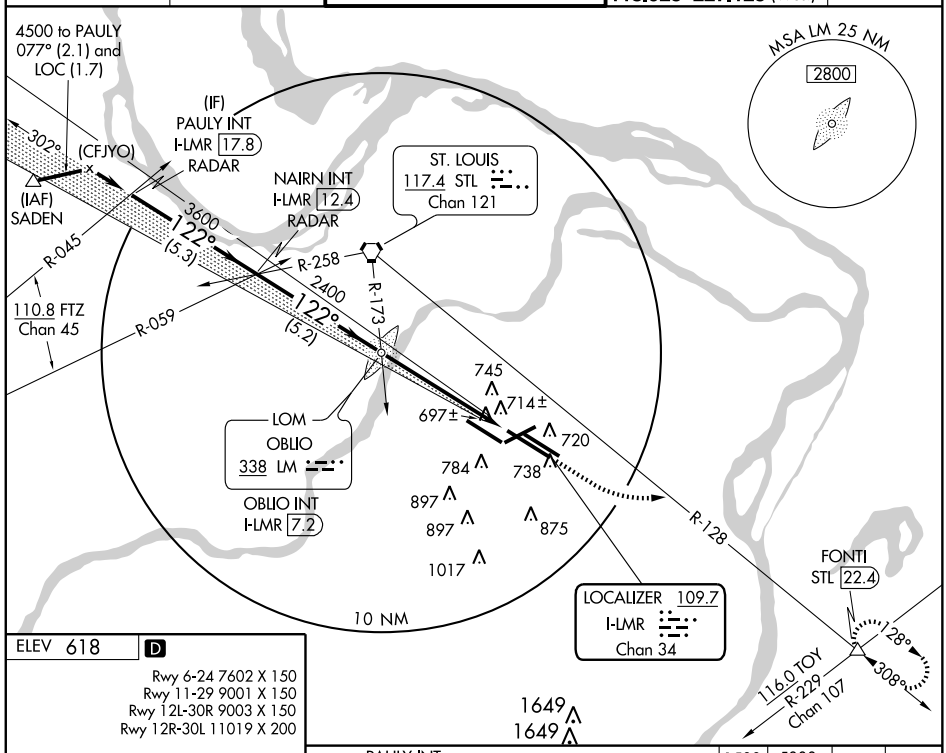
| LOC/DME I-LMR | APP CRS | Rwy Idg 12R | Rwy Idg 12L |
|---|---|---|---|
| 109.7 | 122° | 10552 | 9003 |
| Chan 34 | | TDZE 540 | TDZE 541 |
| | | Apt Elev 618 | Apt Elev 618 |

T Inoperative table does not apply to S-ILS 12R or sidestep 12L. For inoperative MALSR, increase S-LOC 12R Cats A and B visibility to RVR 5000 and Cat E visibility to 1½. Visibility reduction by helicopters NA.

MALSR Rwy 12R (A5) ALSF-2 Rwy 12L (A)

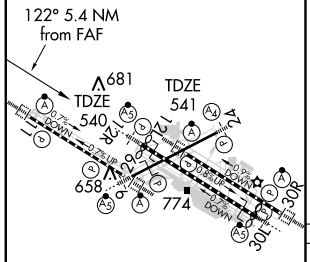
MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

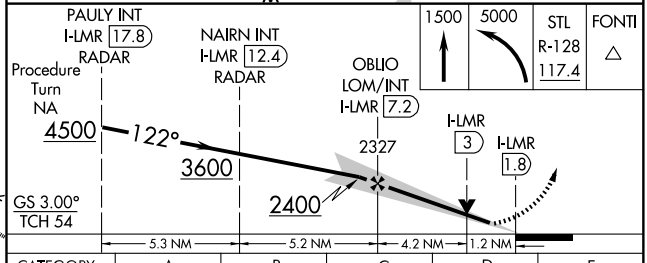
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12R | 790/40 250 (200-¾) | | | | |
| S-LOC 12R | 960/40 420 (400-¾) | | | | 960/50 420 (400-1) |
| SIDESTEP RWY 12L | 980-1 439 (400-1) | | 980-1½ 439 (400-1½) | 980-2 439 (400-2) | |

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| LOC/DME I-STL | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| 110.3 Chan 40 | 243° | TDZE | 534 |
| | | Apt Elev | 604 |

# ILS or LOC RWY 24

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

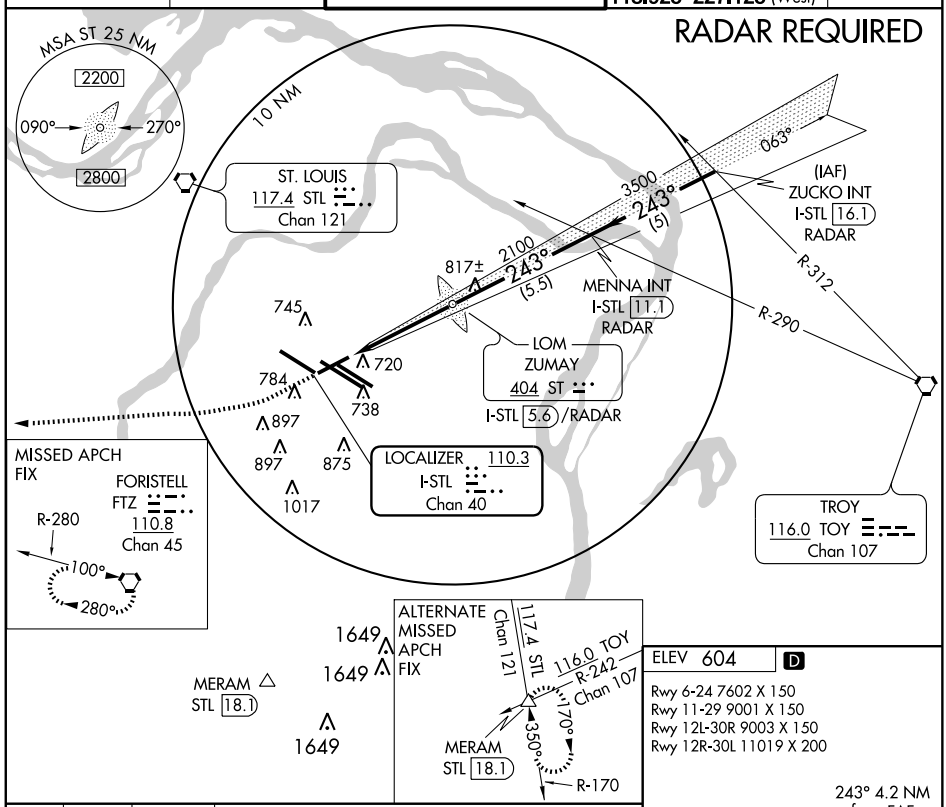
T Inoperative table does not apply to S-LOC 24 Cat C. When MALS inoperative, increase visibility S-LOC 24 Cat E ¼ mile.

MALS (A4)

MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.

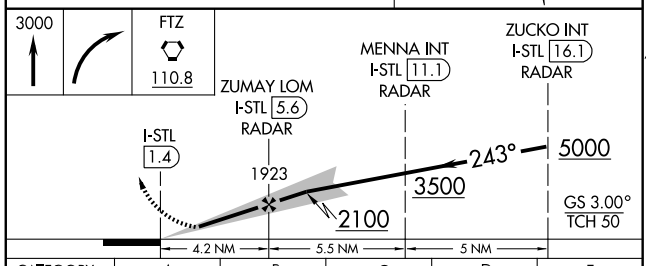
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

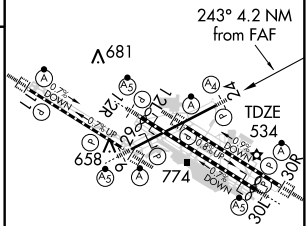
RADAR REQUIRED




| ELEV 604 | D |
|---|---|

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 24 | 784/40 250 (200-¾) | | | | |
| S-LOC 24 | 1000/40 466 (400-¾) | | 1000/60 466 (400-1¼) | 1000-1½ 466 (400-1½) | |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

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| LOC/DME I-RQN | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.95 | 302° | TDZE | 580 |
| Chan 56(Y) | | Apt Elev | 618 |

# ILS or LOC RWY 29

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

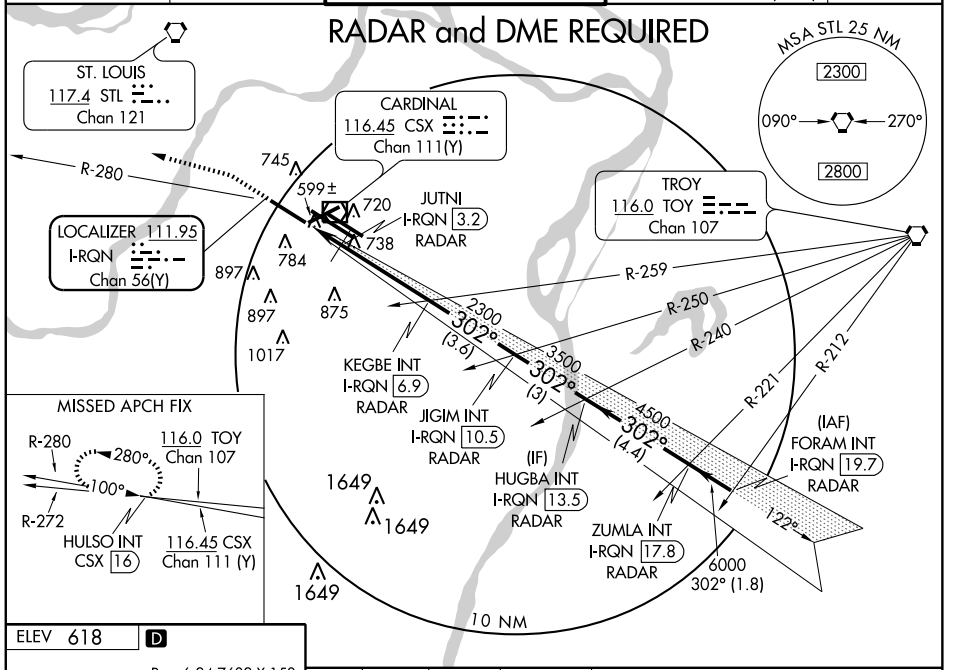
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾ ; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½ . Visibility reduction by helicopters NA.

ALSF-2

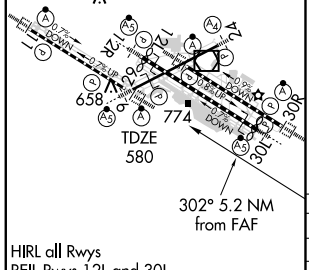
MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/ DME R-280 to HULSO/CSX 16 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

## RADAR and DME REQUIRED

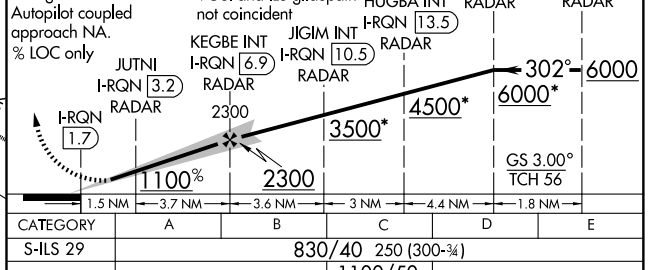



ELEV 618 D




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 29 | 830/40 250 (300-¾) | | | | |
| S-LOC 29 | 1100/40 520 (500-¾) | | 1100/50 520 (500-1) | 1100/60 520 (500-1¼) | |

JUTNI FIX MINIMUMS

| S-LOC 29 | 1000/40 420 (400-¾) | 1000/50 420 (400-1) |
|---|---|---|

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC I-BKY | APP CRS | Rwy Idg | 10818 |
|---|---|---|---|
| 111.5 | 302° | TDZE | 583 |
| | | Apt Elev | 618 |

# ILS or LOC RWY 30L

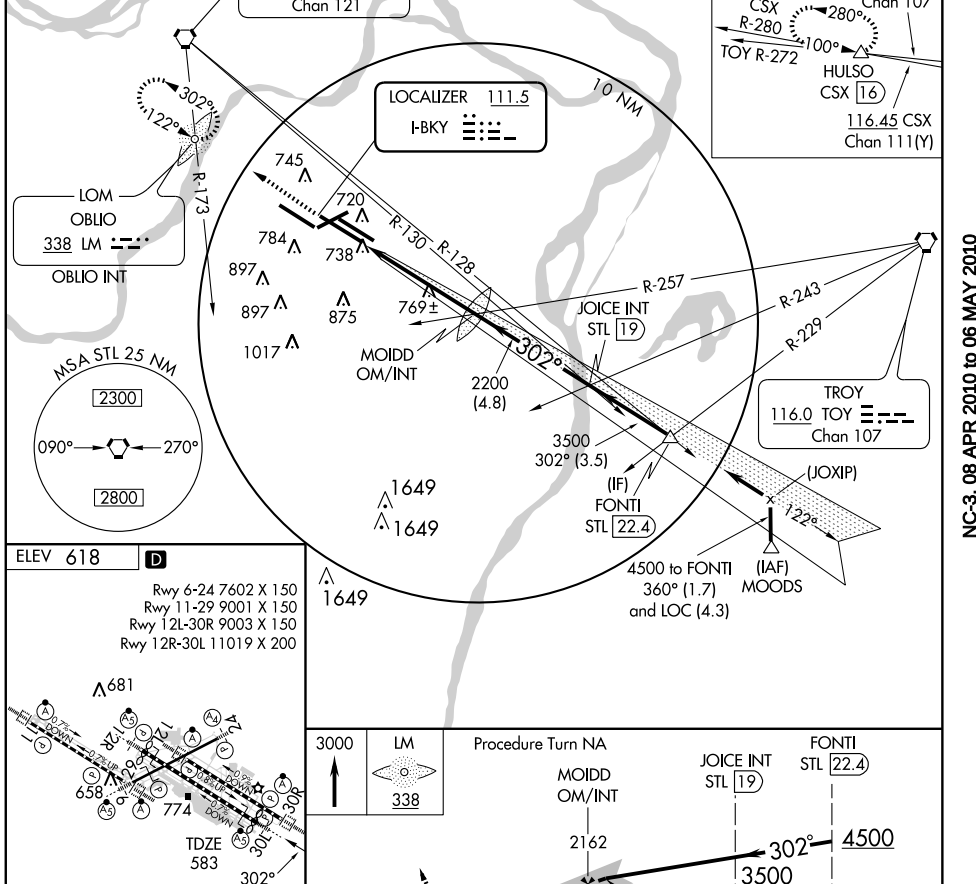
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ADF required.
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
*RVR 1800 authorized with the use of HD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 then direct OBLIO LOM/INT and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 30L | * 783/24 200 (200-½) | | | | |
| S-LOC 30L | 1140/24 557 (600-½) | | 1140/50 557 (600-1) | 1140/60 557 (600-1¼) | 1140-1½ 557 (600-1½) |

| LOC/DME I-SJW | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

# ILS or LOC RWY 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When ALSF inoperative, increase S-ILS visibility Cat. E ¼ mile and S-LOC Cat. E ½ mile. Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 192° 012° FASHE CSX 23.3 117.4 STL Chan 121 R-031 116.45 CSX Chan 111 (Y) R-322 116.0 TOY Chan 107

745 720 784 738 897 897 875 1017 IM 759± R-012 R-258 R-245 R-227 R-212

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

2100 (4.2) 302° 3500 (4.4) 302° 5000 (2.9) 302° 122°

TROY 116.0 TOY Chan 107

MSA STL 25 NM 2300 090° 270° 2800

1649 1649 1649

10 NM

RADAR REQUIRED

ALTERNATE MISSED APCH FIX 090° 270° TROY R-090 TOY 116.0 Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 TDZE 605 658 774 12L 12R 30R 30L

302° 4.5 NM from FAF

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| 1020 | 3000 030° | CSX R-012 116.45 | FASHE △ |
|---|---|---|---|

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

I-SJW 1.7 I-SJW 2.8 RELEY INT I-SJW 6.1 RADAR EXALE INT I-SJW 10.4 RADAR HIXOM INT I-SJW 14.8 RADAR TYRSH INT I-SJW 17.7 RADAR

IM 2100 2100 3500* 302° 5000 5000* GS 3.00° TCH 57

0.1 NM 1 NM 3.4 NM 4.2 NM 4.4 NM 2.9 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 30R | 805/18 200 (200-½) | | | | 805/24 200 (200-½) |
| S-LOC 30R | 1020/24 415 (500-½) | | 1020/40 415 (500-¾) | | 1020/50 415 (500-1) |

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 11
# (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

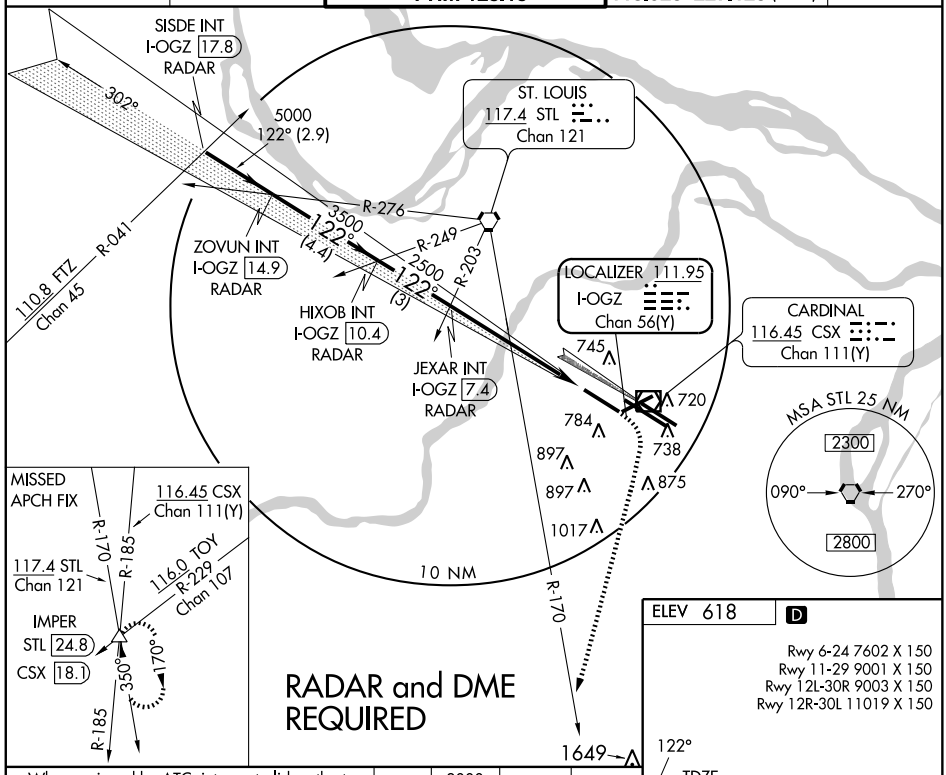
| LOC/DME I-OGZ | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56(Y) | | Apt Elev | 618 |

Dual VHF comm required. Disregard MM and IM indications.
See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

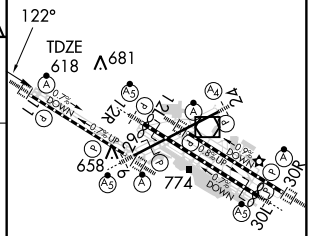
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



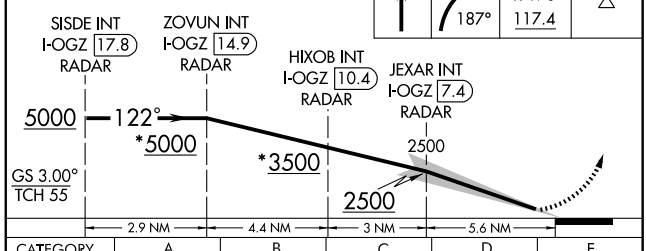

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| | 187° | R-170 117.4 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 11 | 818/18 200 (200-½) | | | | 818/24 200 (200-½) |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 11 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

| LOC/DME I-OGZ | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56(Y) | | Apt Elev | 618 |

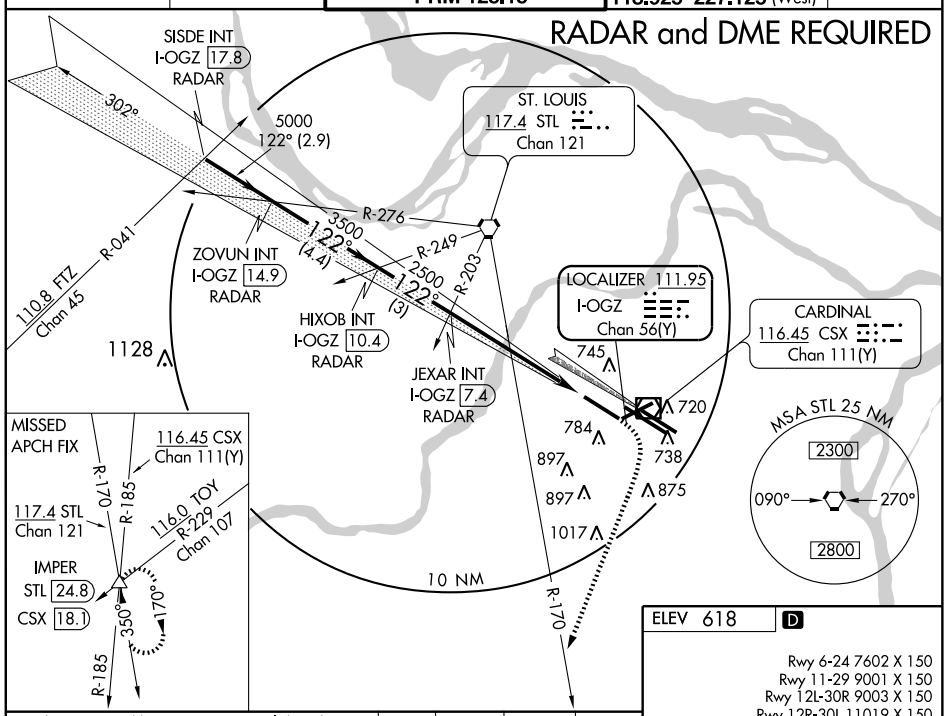
Dual VHF comm required.
Disregard MM and IM indications.
NA See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

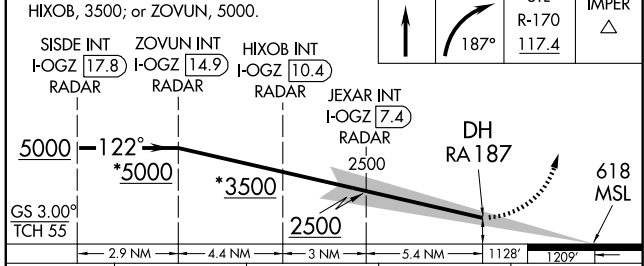
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

RADAR and DME REQUIRED




*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

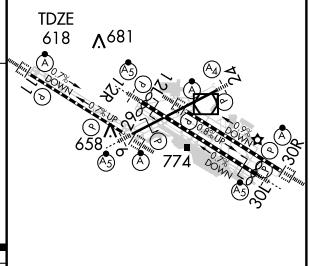
| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| | 187° | R-170 | △ |
| | | 117.4 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | RA 187/12 100 DA 718 | | | |

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 11 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

| LOC/DME I-OGZ | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56 (Y) | | Apt Elev | 618 |

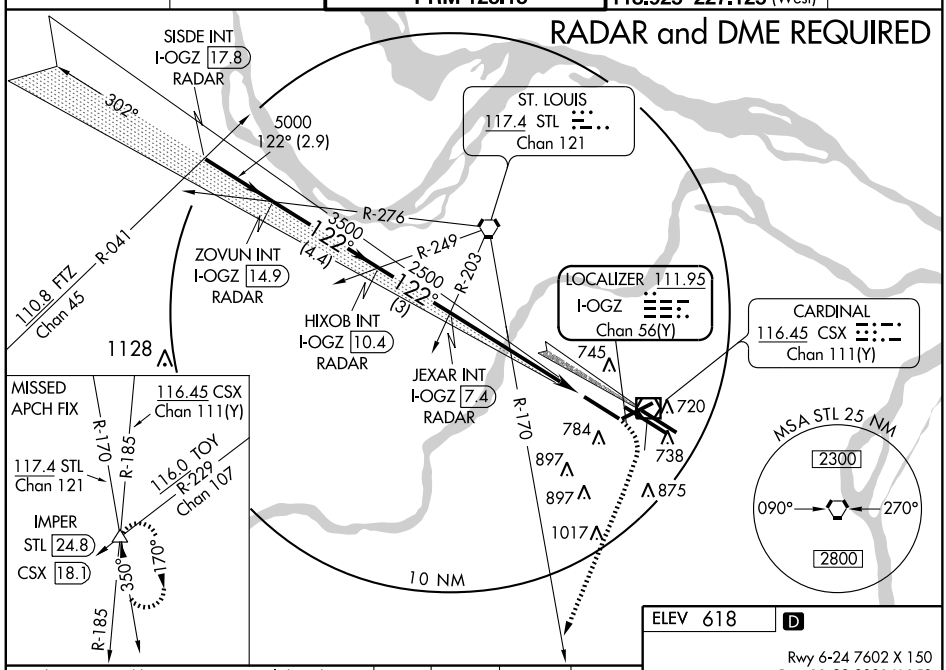
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

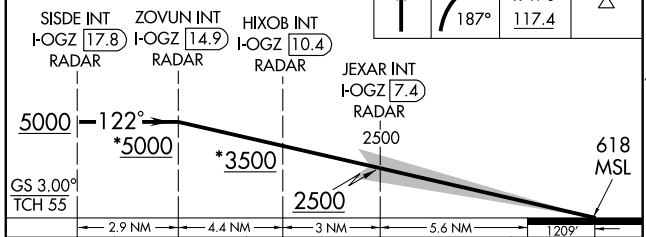
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

## RADAR and DME REQUIRED




*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| | 187° | R-170 | |
| | | 117.4 | |

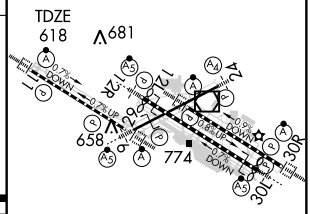



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | | CAT IIIa | RVR 07 | |
| S-ILS 11 | | CAT IIIb | RVR 06 | |
| S-ILS 11 | | CAT IIIc | NA | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 12L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

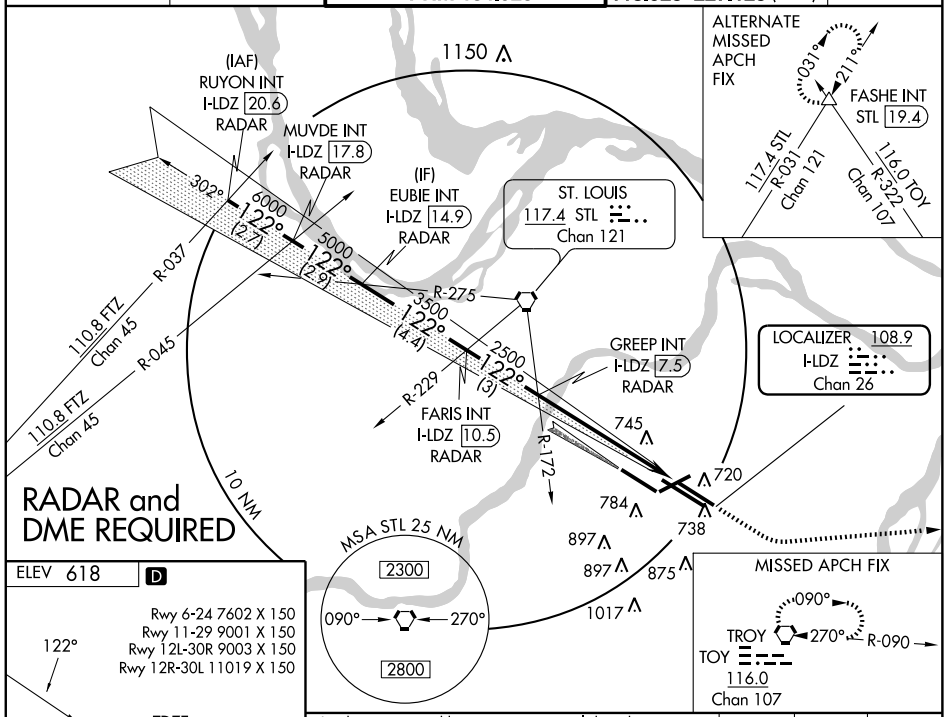
| LOC/DME I-LDZ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 108.9 | 122° | TDZE | 541 |
| Chan 26 | | Apt Elev | 618 |

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

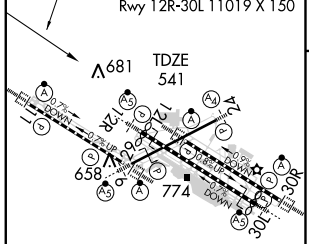
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



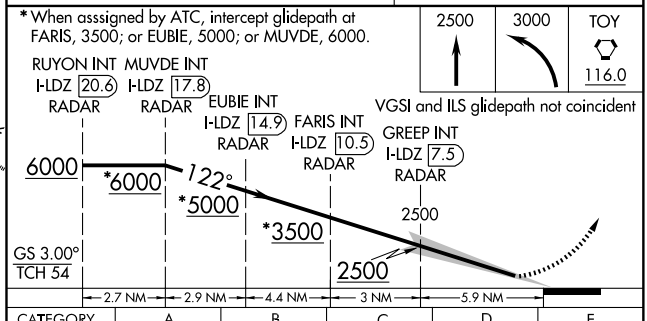

RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12L | 741/18 200 (200-½) | | | | 741/24 200 (200-½) |

NC-3, 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 12L (CAT II)
# (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

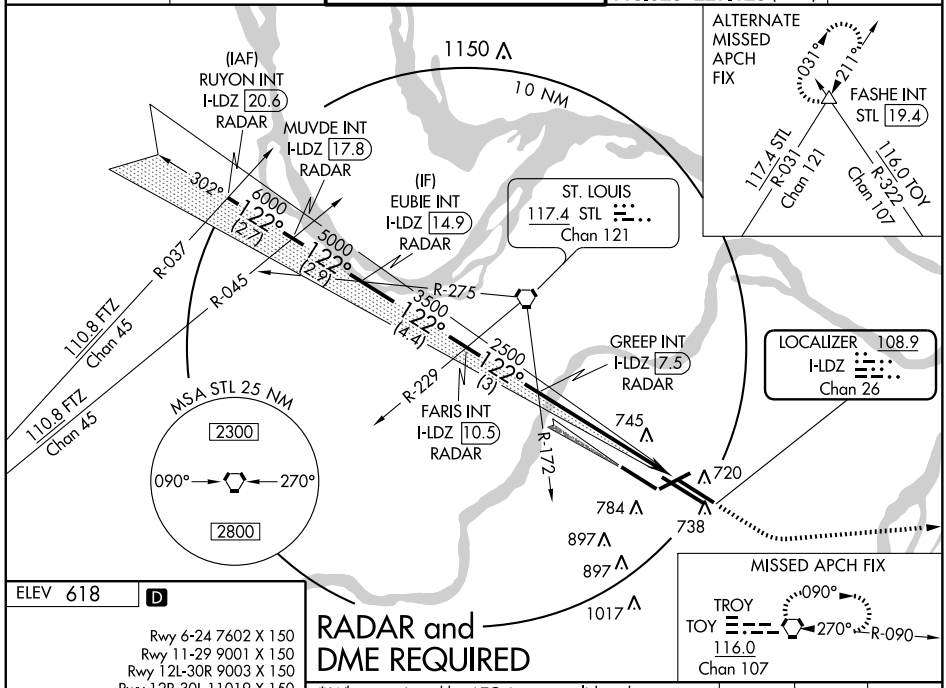
| LOC/DME I-LDZ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 108.9 | 122° | TDZE | 541 |
| Chan 26 | | Apt Elev | 618 |

T Procedure not authorized when glideslope not available.
NA Dual VHF comm required.
Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

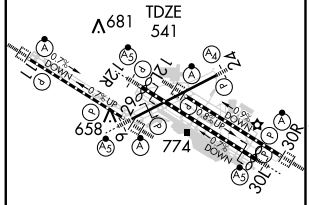
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

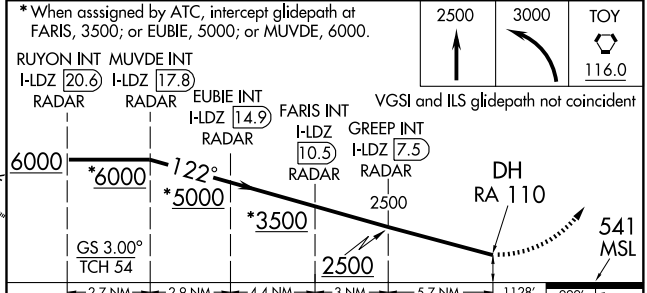
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

RADAR and DME REQUIRED




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.




2500 | 3000 | TOY 116.0

VGSI and ILS glidepath not coincident

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12L | RA 110/12 100 DA 641 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 12L (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

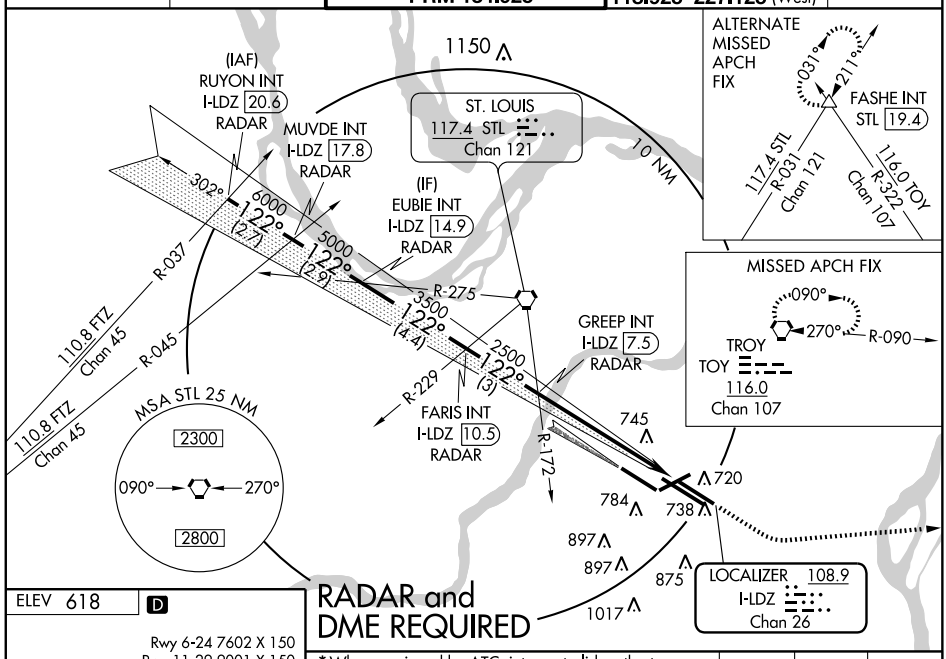
| LOC/DME I-LDZ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 108.9 | 122° | TDZE | 541 |
| Chan 26 | | Apt Elev | 618 |

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

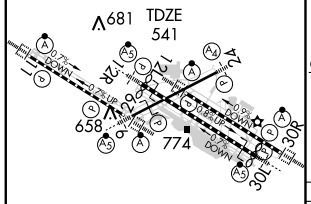
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

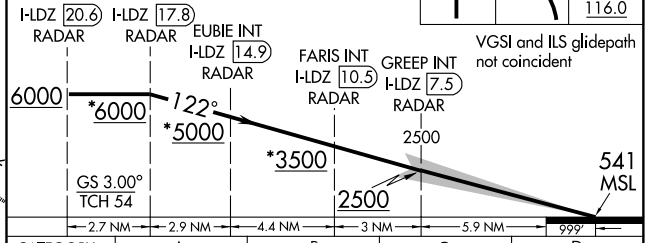



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

| 2500 | 3000 | TOY |
|---|---|---|
| | | 116.0 |

VGSI and ILS glidepath not coincident




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12L | | CAT IIIa | RVR 07 | |
| S-ILS 12L | | CAT IIIb | RVR 06 | |
| S-ILS 12L | | CAT IIIc | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 29
# (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

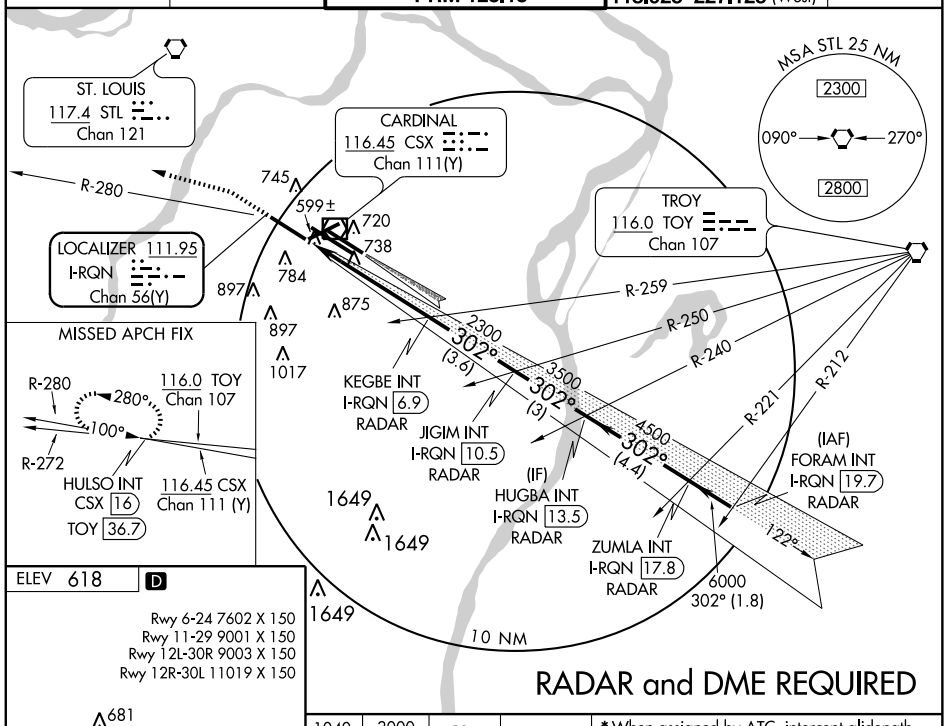
| LOC/DME I-RQN | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.95 | 302° | TDZE | 580 |
| Chan 56(Y) | | Apt Elev | 618 |

T Procedure not authorized when glideslope not available.
Dual VHF comm required. DME Required.
ANA See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000.
Simultaneous close parallel approach authorized with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II), and ILS PRM RWY 30R (CAT III).

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

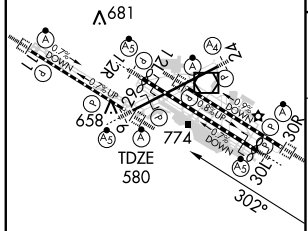
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275<br>PRM 125.15 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |




RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

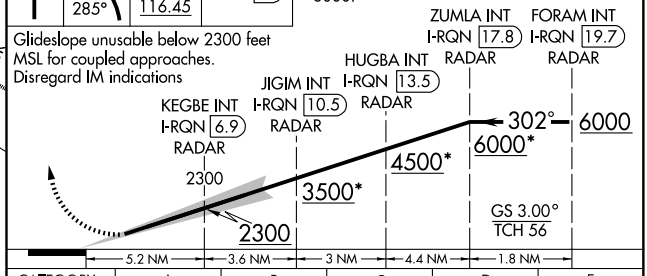



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| 1040 | 3000 | CSX R-280 116.45 | HULSO INT CSX 16 |
|---|---|---|---|
| | 285° | | |

*When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Glideslope unusable below 2300 feet MSL for coupled approaches. Disregard IM indications




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 29 | 830/40 250 (300-¾) | | | | |

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-paticipating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 30R (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

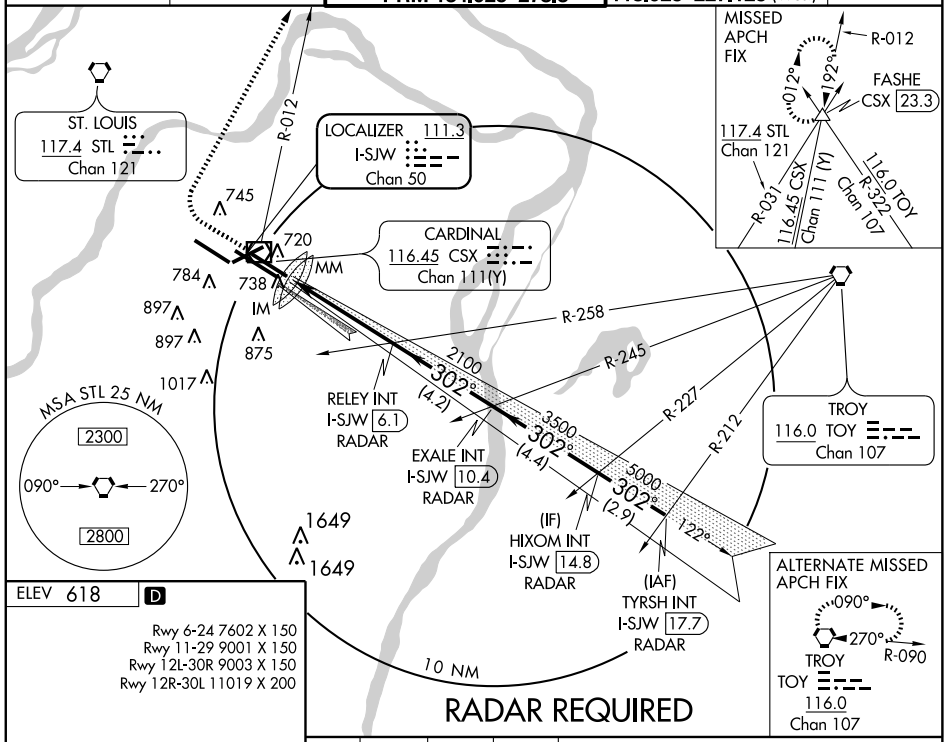
| LOC/DME I-SJW | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
When ALS inoperative, increase S-ILS visibility Cat. E ¼ mile.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

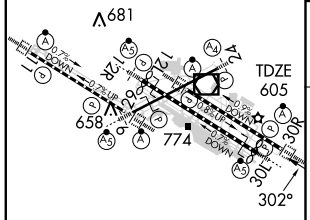
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



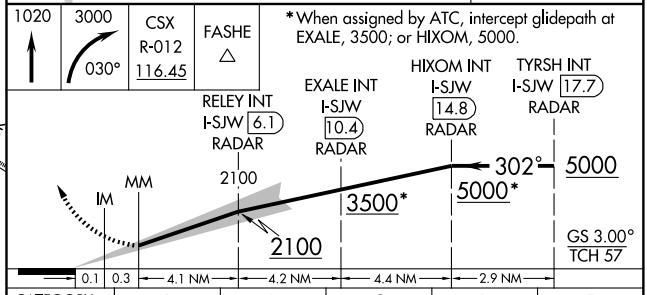

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

RADAR REQUIRED




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 30R | 805/18 200 (200-½) | | | | 805/24 200 (200-½) |

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 30R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

| LOC/DME I-SJW | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX

R-012 192° 012° FASHE CSX 23.3

117.4 STL Chan 121

R-031 116.45 CSX Chan 111 (Y) R-322 116.0 TOY Chan 107

745 720 784 738 MM IM 897 897 875 1017

R-012 R-258 R-245 R-227 R-212

2100 302° (4.2) 3500 302° (4.4) 5000 302° (2.9) 122°

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM 2300 090° 270° 2800

10 NM

1649 1649

ALTERNATE MISSED APCH FIX 090° 270° R-090 TROY TOY 116.0 Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 658 774 TDZE 605 12L 12R 30L 30R 0.75% UP 0.75% DOWN 0.25% UP 0.25% DOWN

| 1020 | 3000 | CSX R-012 116.45 | FASHE △ |
|---|---|---|---|
| ↑ | 030° | | |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

RELEY INT I-SJW 6.1 RADAR
EXALE INT I-SJW 10.4 RADAR
HIXOM INT I-SJW 14.8 RADAR
TYRSH INT I-SJW 17.7 RADAR

DH RA 116 IM MM 2100 302° 3500* 5000* 5000

605 MSL 2100

GS 3.00° TCH 57

1200' 834' 1502' 4.1 NM 4.2 NM 4.4 NM 2.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | RA 116/12 100 DA 705 | | | |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 30R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

| LOC/DME I-SJW | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

Rwy 30L and Rwy 30R separated by 1300′ centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX

R-012 192° 012° FASHE CSX 23.3

117.4 STL Chan 121

116.45 CSX Chan 111 (Y)

116.0 TOY Chan 107

R-031 R-322

745 720 784 738 897 897 875 1017 1649 1649

MM IM

R-012 R-258 R-245 R-227 R-212

2100 3500 5000

302° (4.2) 302° (4.4) 302° (2.9) 122°

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM

2300

090° 270°

2800

10 NM

ALTERNATE MISSED APCH FIX

090° 270° R-090

TROY 116.0 TOY Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

| 1020 | 3000 | CSX R-012 116.45 | FASHE |
|---|---|---|---|
| | 030° | | |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

681 658 774 TDZE 605

12L 12R 29 30R 30L

0.7% DOWN 0.7% UP 0.7% DOWN 0.7% UP

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

HIXOM INT I-SJW 14.8 RADAR

TYRSH INT I-SJW 17.7 RADAR

IM 704 MM 784 2100 302° 3500* 5000* 5000

605 MSL

GS 3.00° TCH 57

1200′ 818′ 1518′ 4.1 NM 4.2 NM 4.4 NM 2.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | | CAT IIIa | RVR 07 | |
| S-ILS 30R | | CAT IIIb | RVR 06 | |
| S-ILS 30R | | CAT IIIc | NA | |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-OGZ | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.95 Chan 56(Y) | 122° | TDZE | 618 |
| | | Apt Elev | 618 |

# ILS RWY 11 (CAT II)

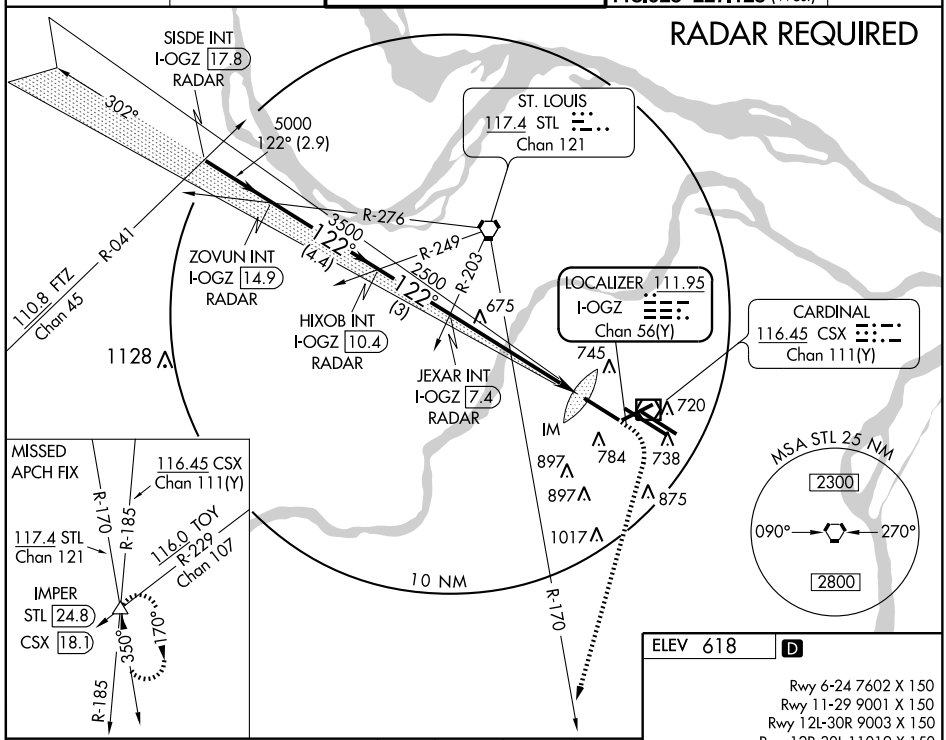
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

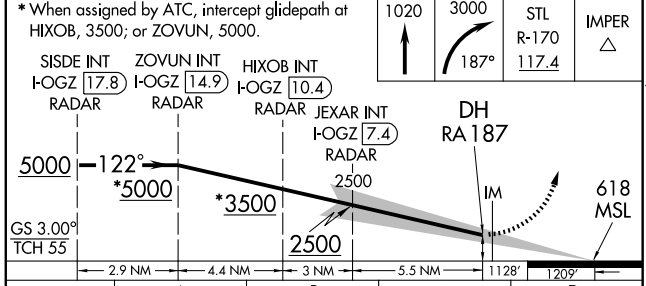
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED




* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| | 187° | R-170 | △ |
| | | 117.4 | |

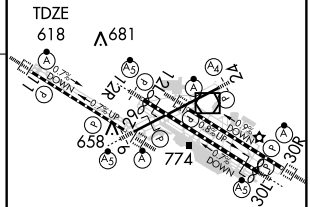



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | RA 187/12 100 DA 718 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-OGZ | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56 (Y) | | Apt Elev | 618 |

# ILS RWY 11 (CAT III)

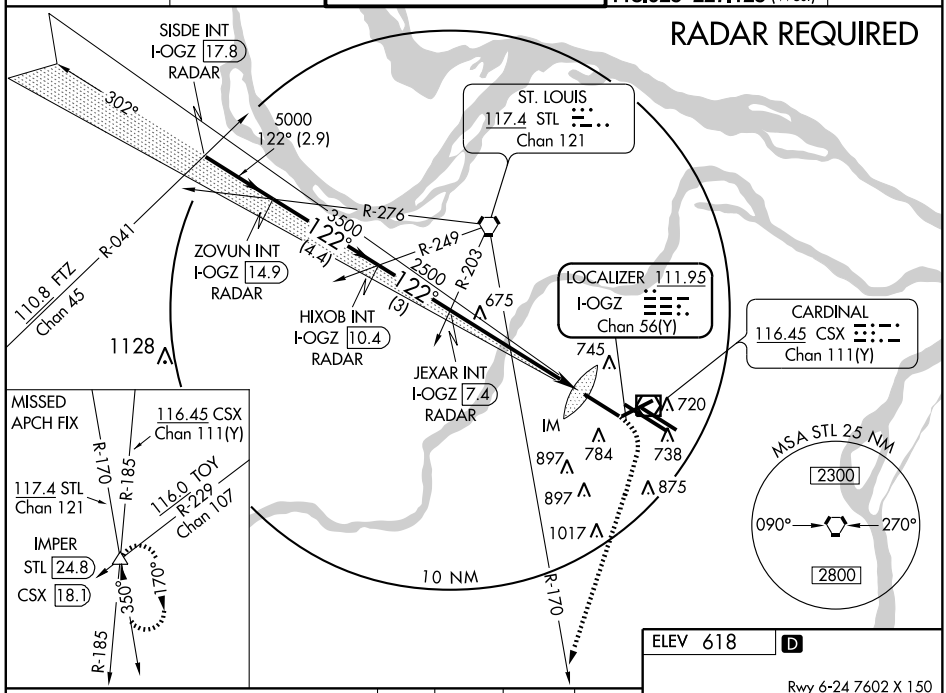
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

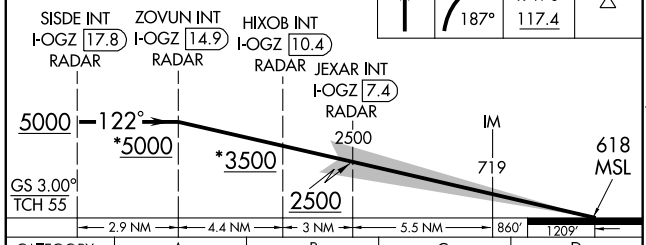
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED




* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| | 187° | R-170 | △ |
| | | 117.4 | |

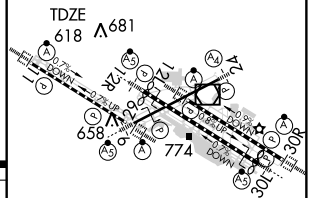



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | | CAT IIIa | RVR 07 | |
| S-ILS 11 | | CAT IIIb | RVR 06 | |
| S-ILS 11 | | CAT IIIc | NA | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-LDZ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 108.9 | 122° | TDZE | 541 |
| Chan 26 | | Apt Elev | 618 |

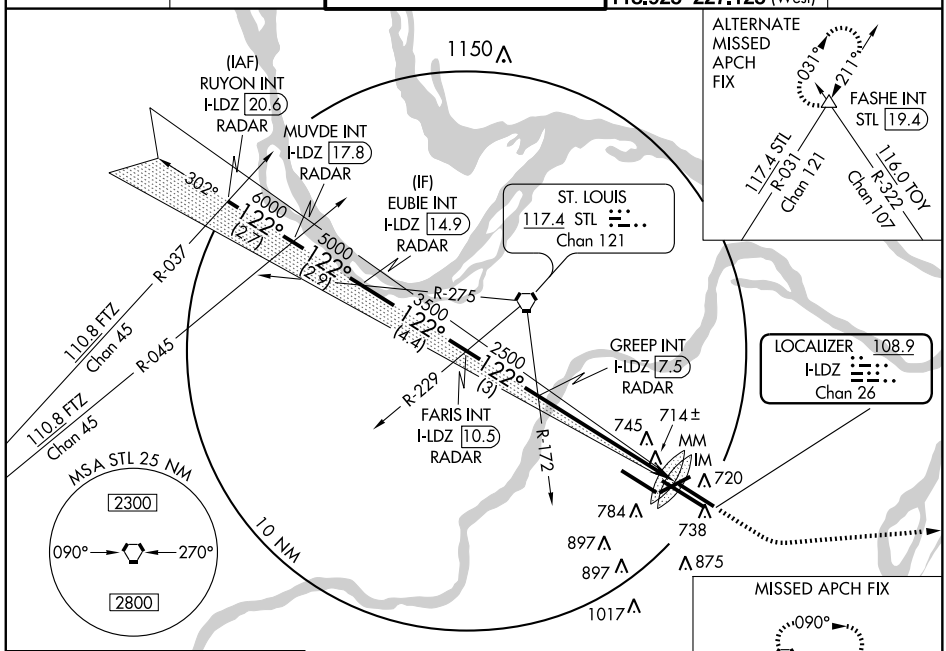
# ILS RWY 12L (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

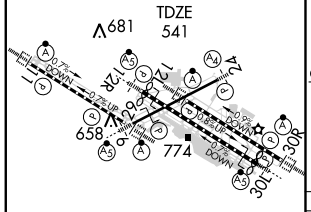
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



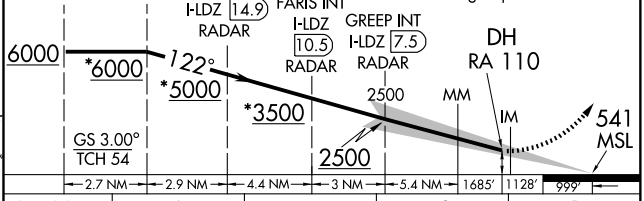

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

## RADAR and DME REQUIRED

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

| 2500 | 3000 | TOY |
|---|---|---|
| ↑ | ↘ | 116.0 |

VGSI and ILS glidepath not coincident




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12L | RA 110/12 100 DA 641 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-LDZ | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| **108.9** | 122° | TDZE | 541 |
| Chan **26** | | Apt Elev | 618 |

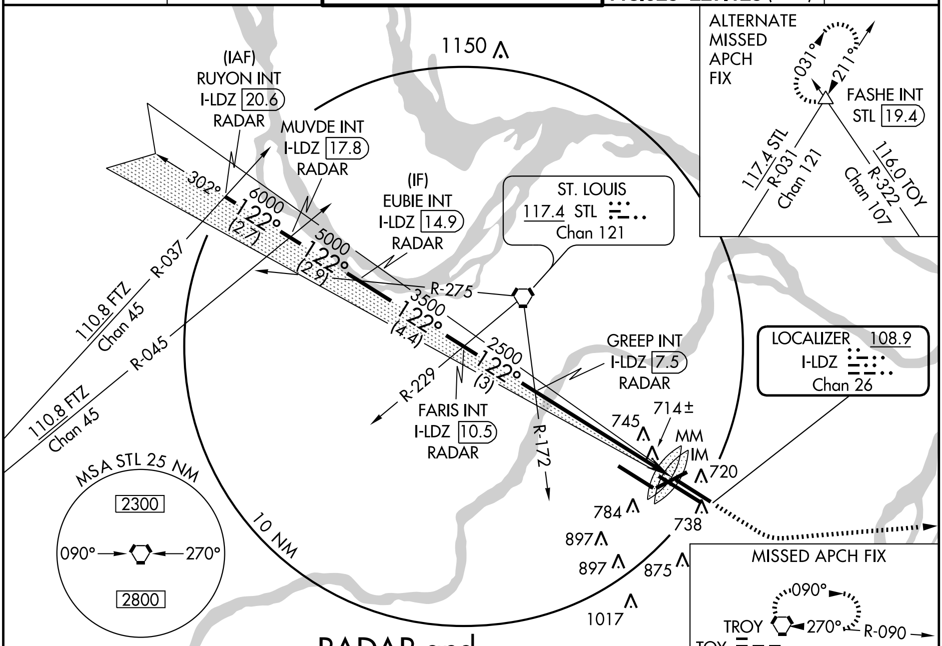
# ILS RWY 12L (CAT III)

## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

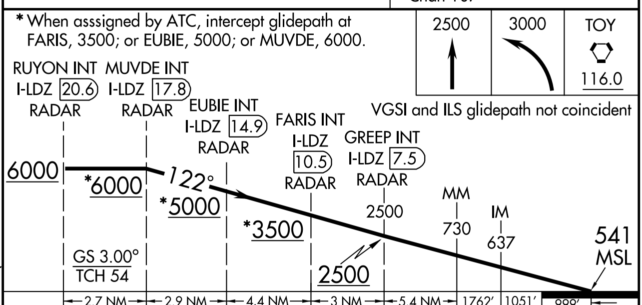
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| **125.025 379.925** | **133.55 338.25** | N **120.05 284.6** S **118.5 257.7** W **132.475 239.275** | **121.9 348.6** (Inbound) **121.65 387.05** (Outbound) **118.925 227.125** (West) | **119.5 363.1** |




RADAR and DME REQUIRED

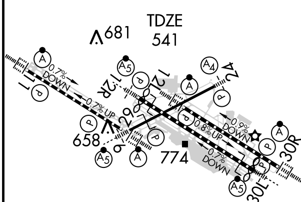
ELEV 618

*When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12L | CAT IIIa RVR 07 | | | |
| S-ILS 12L | CAT IIIb RVR 06 | | | |
| S-ILS 12L | CAT IIIc NA | | | |

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

NC-3, 08 APR 2010 to 06 MAY 2010

| LOC/DME I-SJW | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 111.3 Chan 50 | 302° | TDZE | 605 |
| | | Apt Elev | 618 |

# ILS RWY 30R (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 FASHE CSX 23.3

117.4 STL Chan 121

116.45 CSX Chan 111 (Y)

116.0 TOY Chan 107

R-031 R-322

R-012 192° 012°

745 720 784 738 897 897 875 1017 759± IM

R-258 R-245 R-227 R-212

2100 3500 5000

302° (4.2) 302° (4.4) 302° (2.9) 122°

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM

2300 090° 270° 2800

1649 1649 1649

10 NM

ALTERNATE MISSED APCH FIX

090° 270° R-090

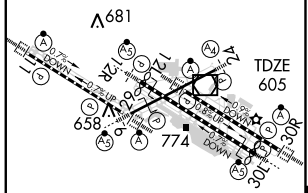
TROY 116.0 TOY Chan 107

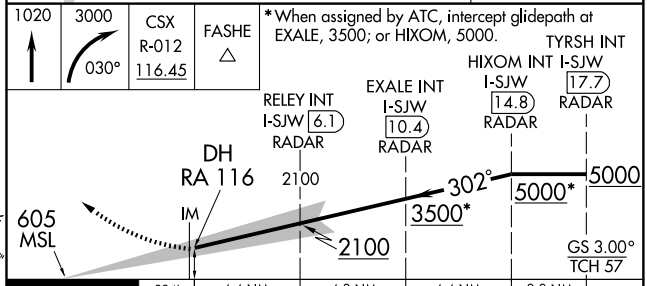
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

| 1020 | 3000 | CSX R-012 116.45 | FASHE |
|---|---|---|---|
| | 030° | | △ |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | RA 116/12 100 DA 705 | | | |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-SJW | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

# ILS RWY 30R (CAT III)

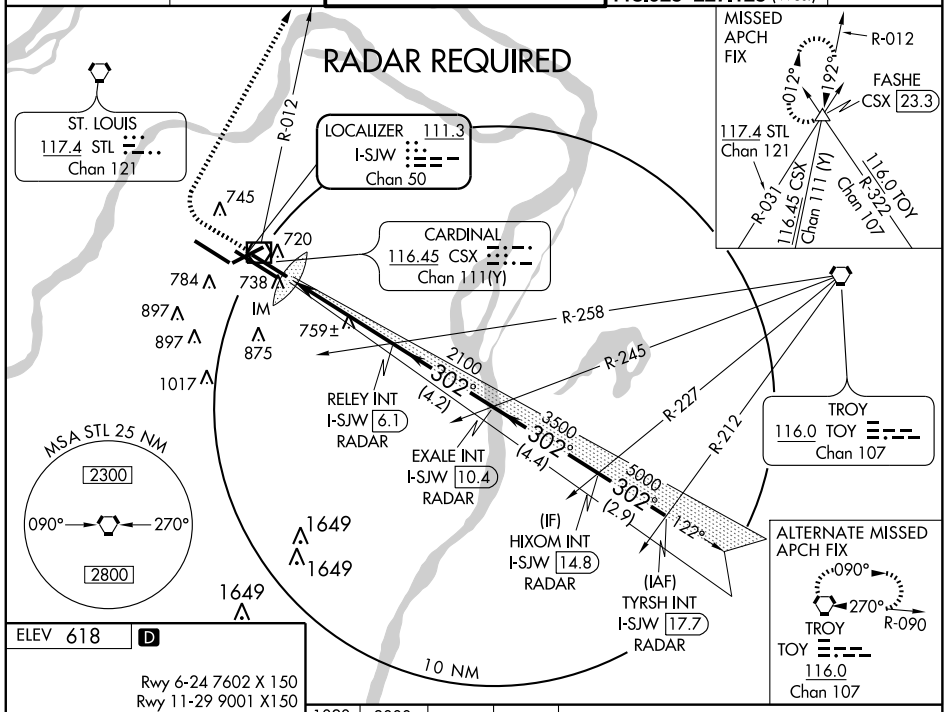
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

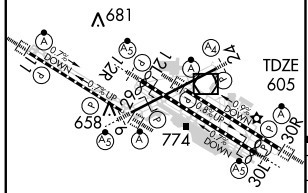
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

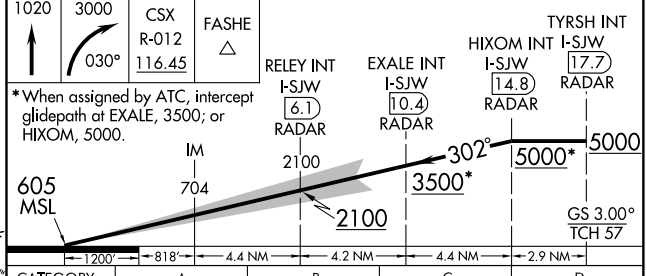
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| 1020 | 3000 | CSX | FASHE |
|---|---|---|---|
| | 030° | R-012 | △ |
| | | 116.45 | |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | | CAT IIIa | RVR 07 | |
| S-ILS 30R | | CAT IIIb | RVR 06 | |
| S-ILS 30R | | CAT IIIc | NA | |

**CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

NC-3. 08 APR 2010 to 06 MAY 2010

| LOC/DME I-RMK | APP CRS | Rwy Idg | 10818 |
|---|---|---|---|
| 111.75 | 305° | TDZE | 583 |
| Chan 54 (Y) | | Apt Elev | 618 |

# LDA/DME RWY 30L

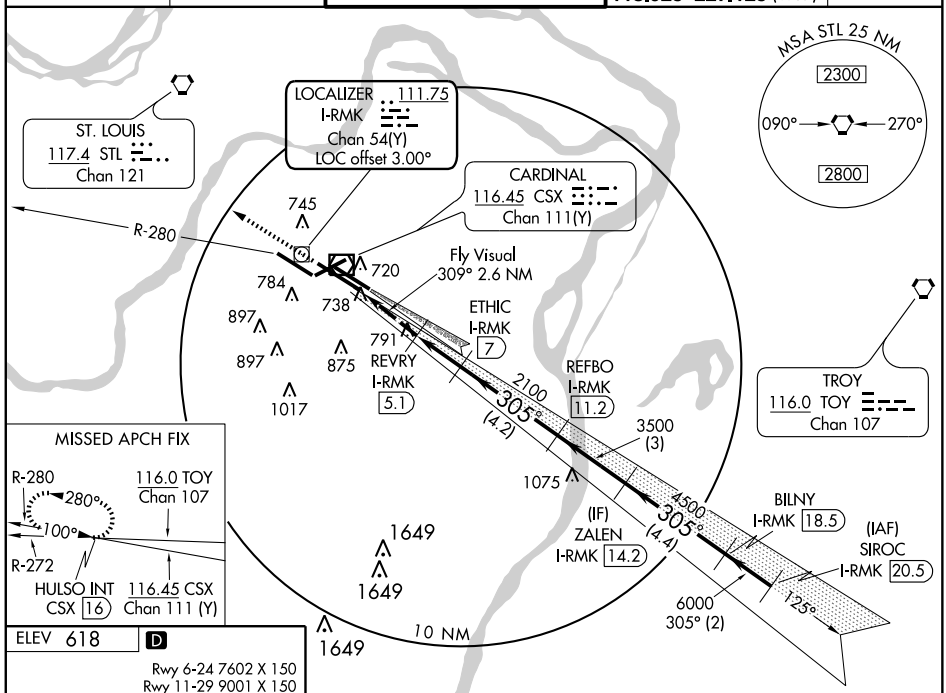
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

T NA — Inoperative table does not apply. Procedure NA when glideslope not available. Localizer unusable from MAP inbound.

MALSR (A5)

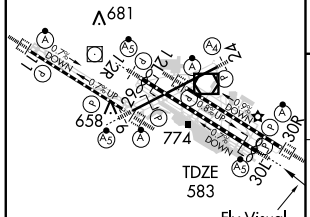
MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

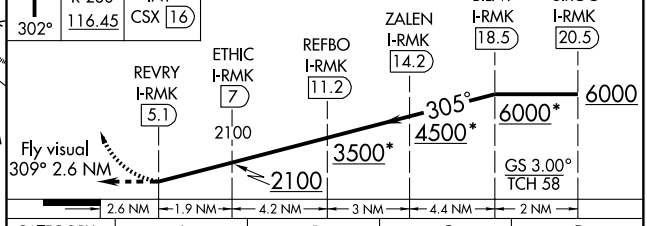



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

## LDA/GLIDESLOPE RADAR REQUIRED

| 3000 | CSX | HULSO INT |
|---|---|---|
| 302° | R-280 116.45 | CSX 16 |

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 30L | 1476-3 893 (900-3) | | | |

NC-3. 08 APR 2010 to 06 MAY 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# LDA PRM RWY 30L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

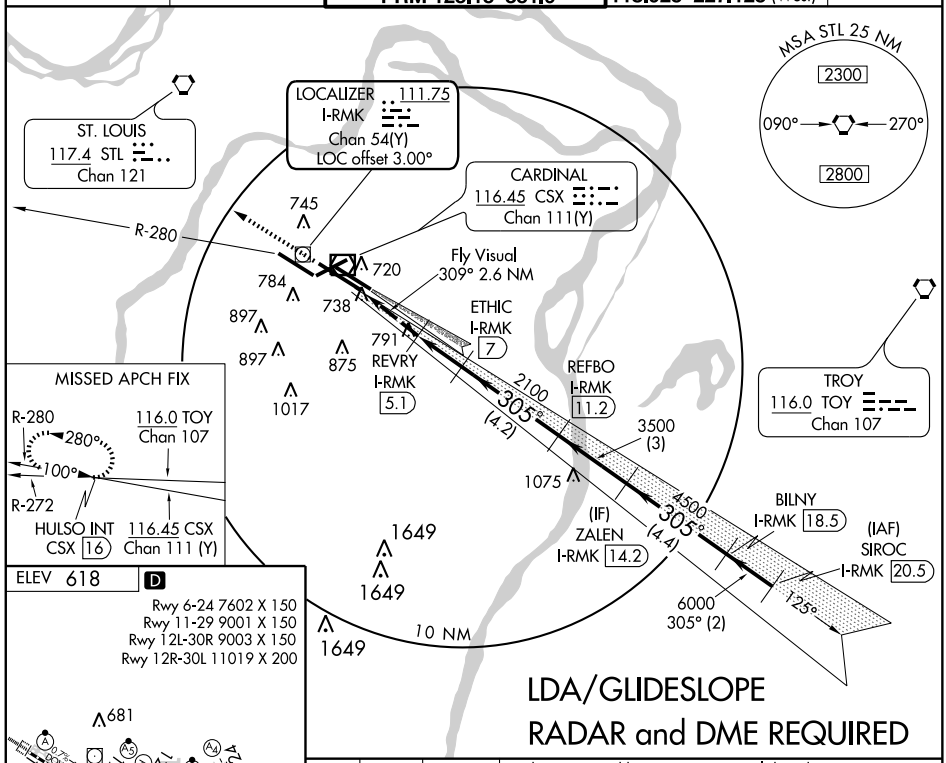
| LOC/DME I-RMK | APP CRS | Rwy Idg 10818 |
|---|---|---|
| 111.75 | 305° | TDZE 583 |
| Chan 54 (Y) | | Apt Elev 618 |

T Inoperative table does not apply.
NA Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.
Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with ILS PRM Rwy 30R.
Dual VHF required.
See additional requirements on PRM information page.

MALSR (A5)

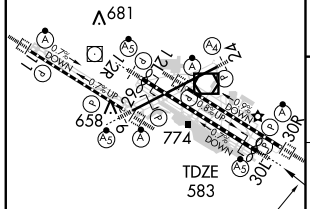
MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275<br>PRM 125.15 351.9 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

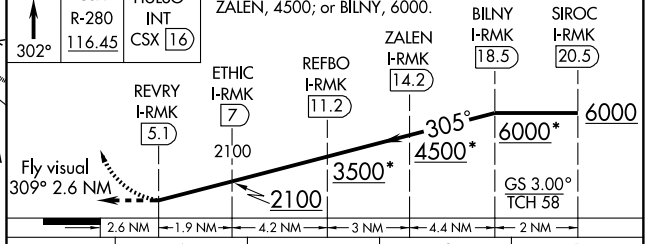



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LDA/GLIDESLOPE
RADAR and DME REQUIRED

| 3000 | CSX | HULSO INT |
|---|---|---|
| 302° | R-280 | CSX 16 |
| | 116.45 | |

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 30L | 1476-3 893 (900-3) | | | |

NC-3. 08 APR 2010 to 06 MAY 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

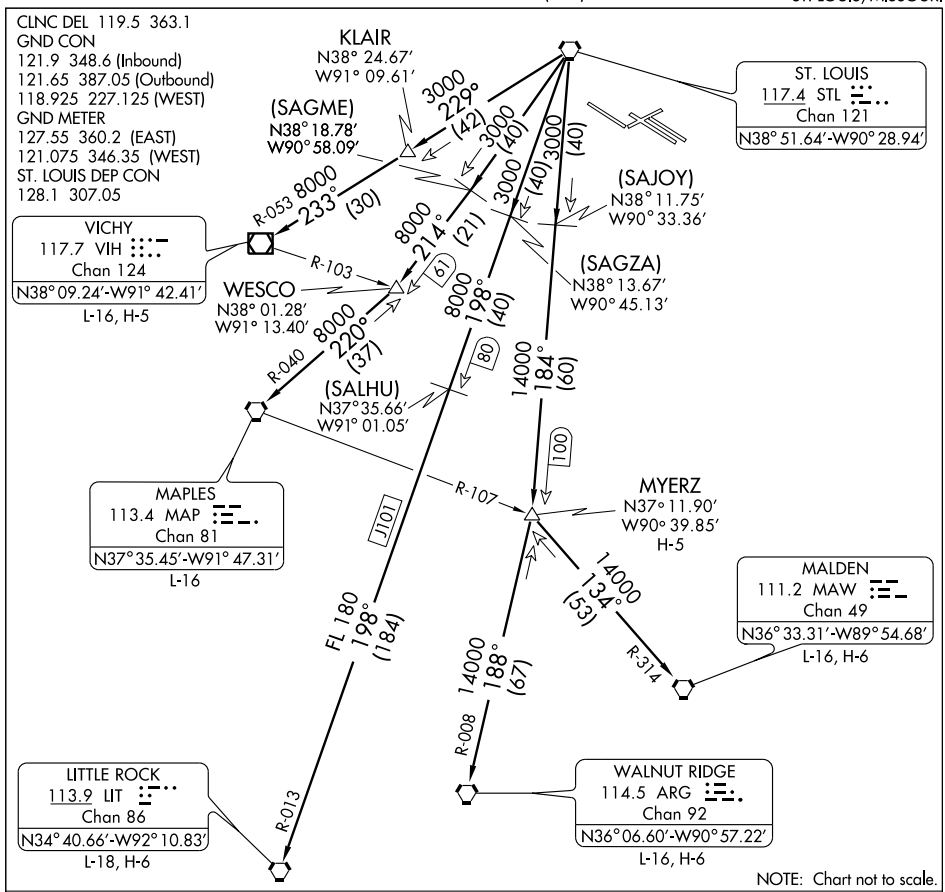
(a) The ILS traffic is in sight and is expected to remain in sight.
(b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
(c) The runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

NC-3. 08 APR 2010 to 06 MAY 2010

# LINDBERGH TWO DEPARTURE

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
SL-360 (FAA)
ST. LOUIS, MISSOURI




NC-3, 08 APR 2010 to 06 MAY 2010

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

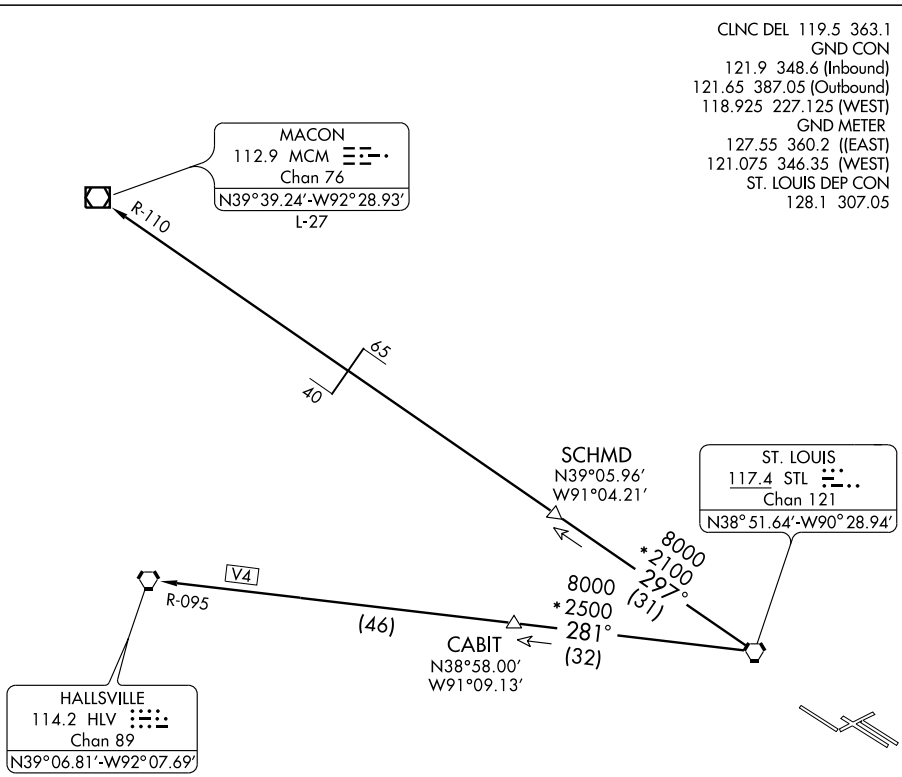
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

# OZARK THREE DEPARTURE

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI




TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281and HLV R-095 to HLV VORTAC.

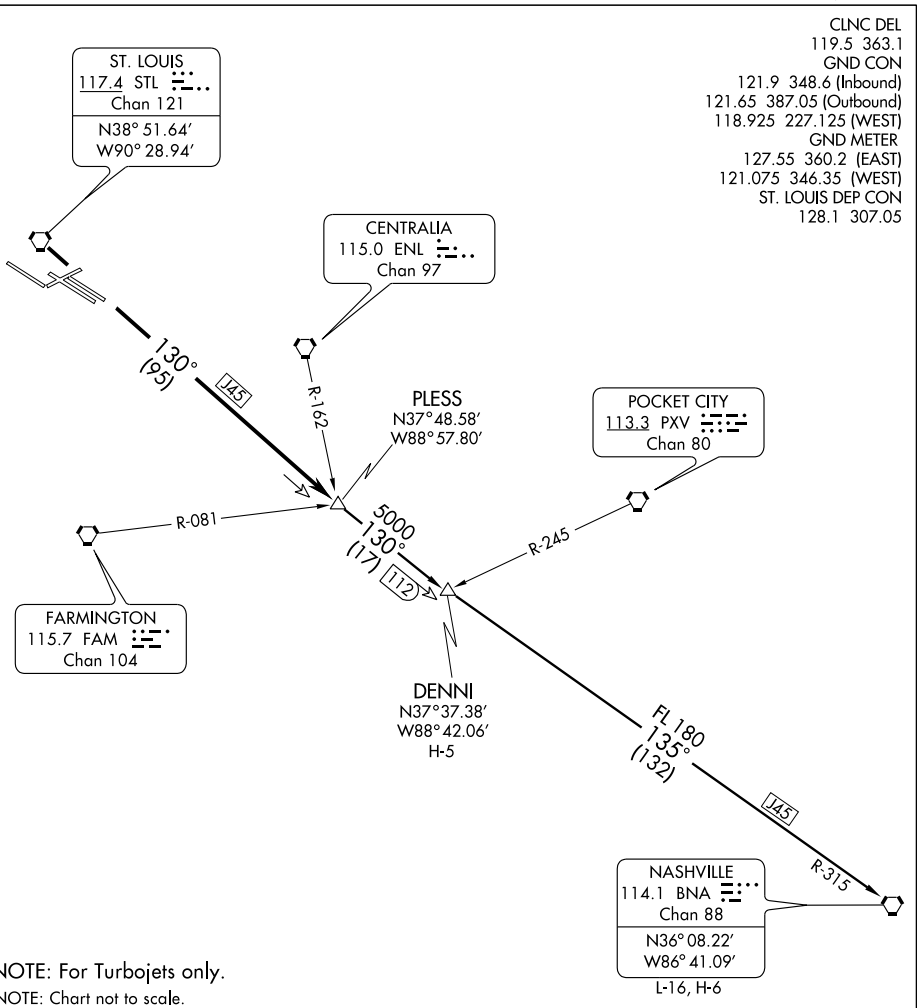
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 08 APR 2010 to 06 MAY 2010

# PLESS ONE DEPARTURE

SL-360 (FAA)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI




NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

# QBALL SIX ARRIVAL

ST-360 (FAA)

LAMBERT ST-LOUIS INTL
ST. LOUIS, MISSOURI

ST LOUIS APP CON
133.55 338.25
ATIS
125.025 379.925

ST. LOUIS
117.4 STL
Chan 121

TROY
116.0 TOY
Chan 107

CENTRALIA
115.0 ENL
Chan 97

CHIKN
N38°38.84′
W90°21.66′

ESSAR
N38°21.46′
W90°11.84′

QBALL
N38°07.72′ - W90°04.14′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Landing Rwys 6/11/12L/12R: Expect clearance to cross at 15000 feet.
Landing Rwys 24/29/30R/30L: Expect clearance to cross at 11000 feet and 250 Knots.

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′
W87°45.74′
L-16, H-5

FATSS
N37°51.90′
W89°55.34′

MARION
110.4 MWA
Chan 41
N37°45.26′ - W89°00.70′

BREAK
N37°19.12′ - W89°37.32′

SNOKR
N37°27.42′
W89°41.86′

Landing all Rwys: Expect clearance to cross at FL270 or below

FARMINGTON
115.7 FAM
Chan 104

CAPE GIRARDEAU
112.9 CGI
Chan 76
N37°13.65′ - W89°34.32′

SCRCH
N37°04.58′
W89°29.06′

NASHVILLE
114.1 BNA
Chan 88
N36°08.22′ - W86°41.09′
L-16, H-5

MEMPHIS
117.5 MEM
Chan 122
N35°00.91′ - W89°58.99′
L-18, H-6

VISQA
N36°17.42′
W89°02.11′
H-6

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

# QBALL SIX ARRIVAL



## ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

. . . .LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

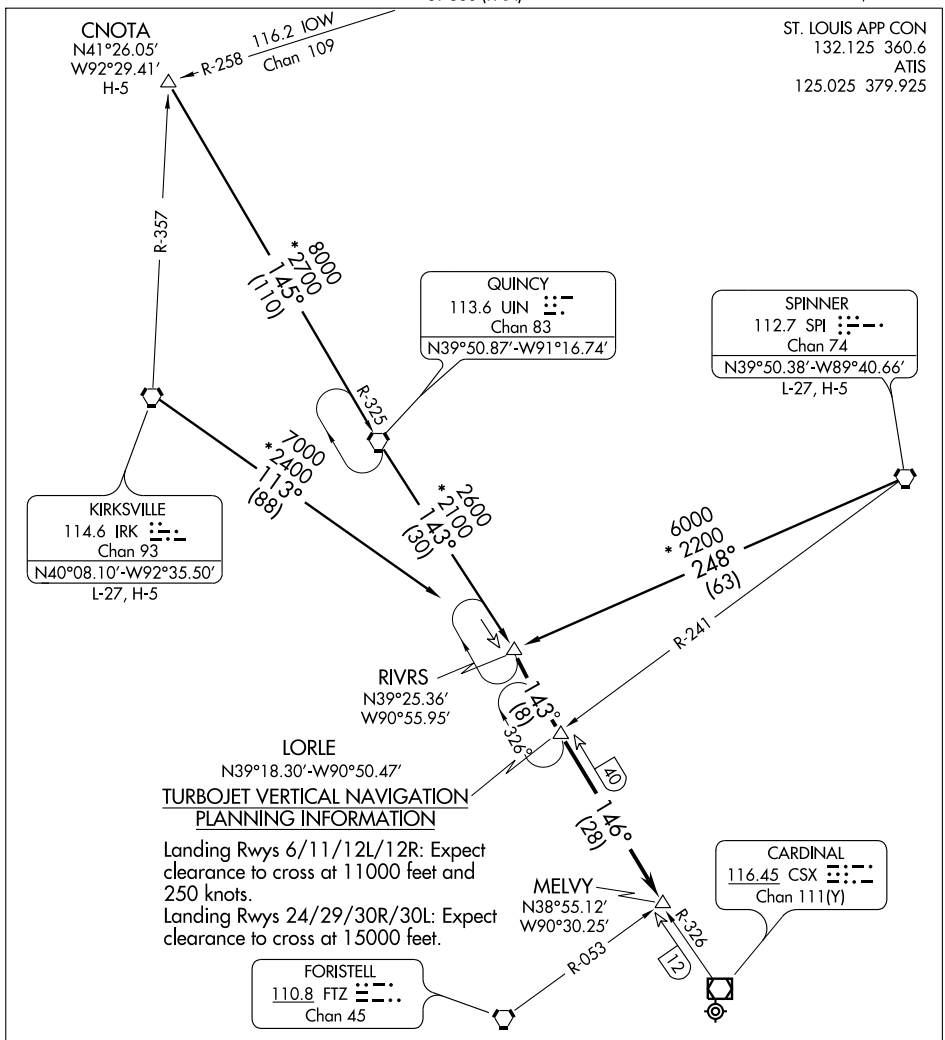
NC-3, 08 APR 2010 to 06 MAY 2010

(RIVRS.RIVRS3) 09015

# RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI




NOTE: Chart not to scale.

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....

KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 7602 |
|---|---|---|
| 063° | TDZE | 551 |
| | Apt Elev | 604 |

# RNAV (GPS) RWY 6

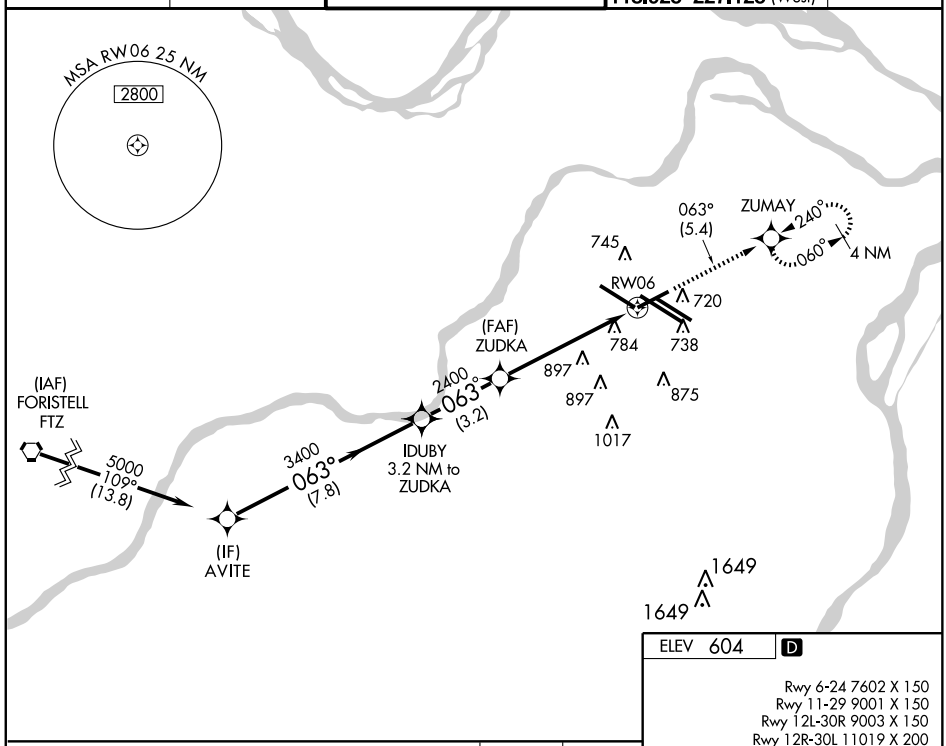
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

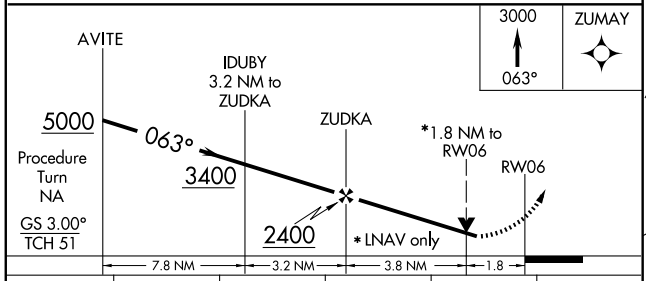
T NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16° C (3°F)

MALSR

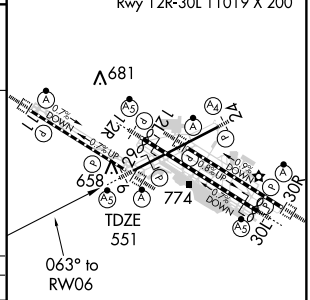
MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 1040/60 489 (500-1½) | | | | |
| LNAV MDA | 1160/40 609 (600-¾) | 1160/60 609 (600-1¼) | 1160-1½ 609 (600-1½) | 1160-1¾ 609 (600-1¾) | |




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| CH 82699 | 122° | TDZE | 618 |
| W11A | | Apt Elev | 618 |

# RNAV (GPS) RWY 11

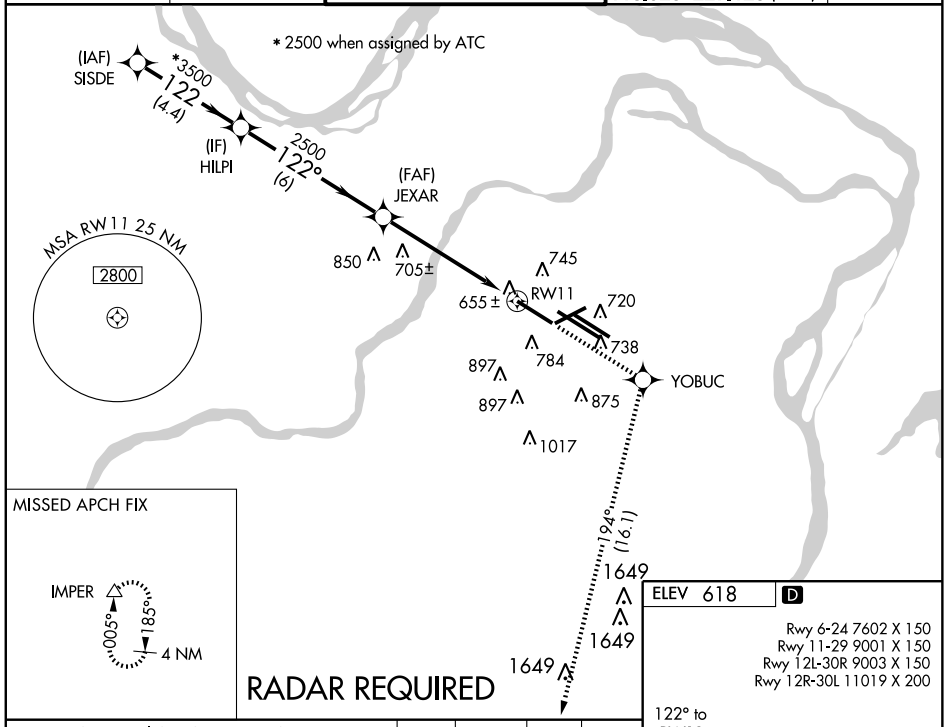
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).

ALSF-2

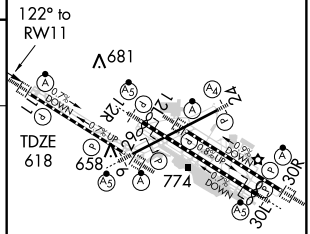
MISSED APPROACH: Climb to 3000 direct YOBUC and via 194° track to IMPER and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

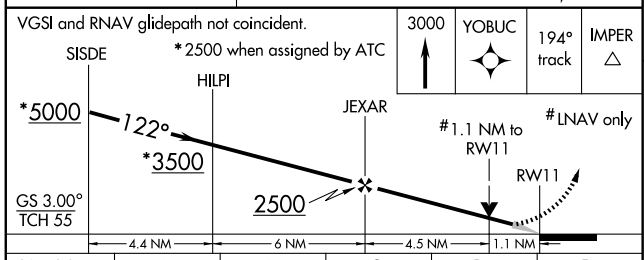



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 868/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 960/40 342 (400-¾) | | | | |
| LNAV MDA | 1020/24 402 (500-½) | | 1020/40 402 (500-¾) | 1020/50 402 (500-1) | |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| CH 69499 | 122° | TDZE | 541 |
| W12A | | Apt Elev | 618 |

# RNAV (GPS) RWY 12L

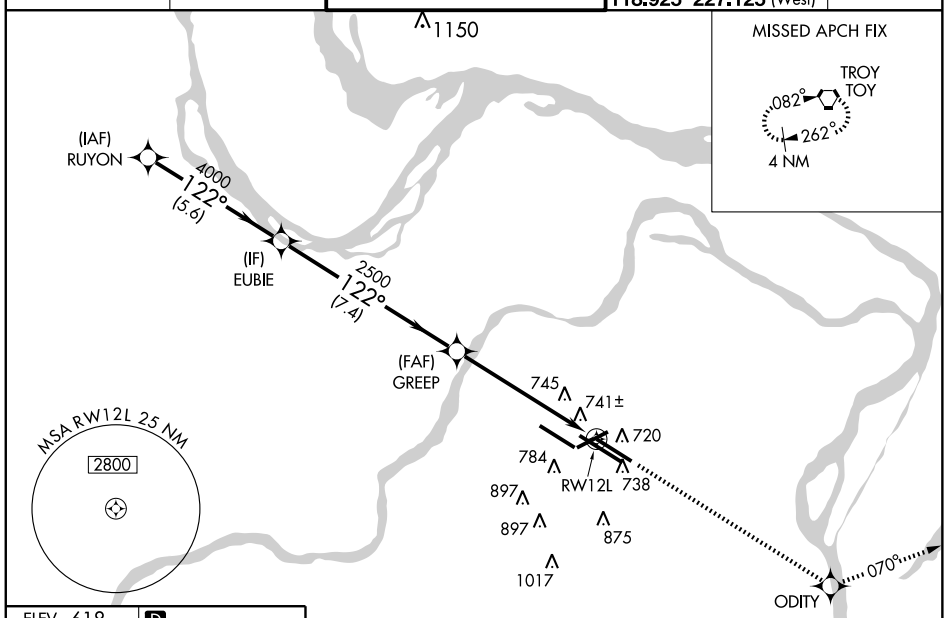
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2

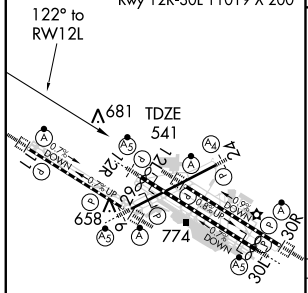
MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



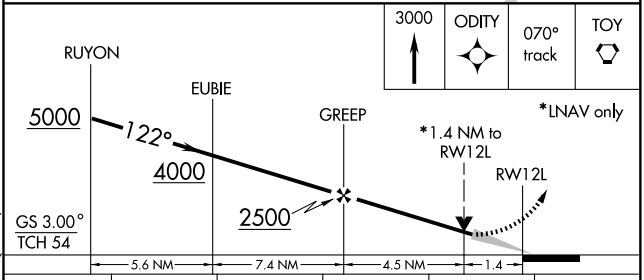

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 951/50 410 (400-1) | | | | |
| LNAV/VNAV DA | 1040/60 499 (500-1¼) | | | | |
| LNAV MDA | 1040/24 499 (500-½) | | 1040/40 499 (500-¾) | 1040/50 499 (500-1) | 1040/60 499 (500-1¼) |

NC-3, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 12R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

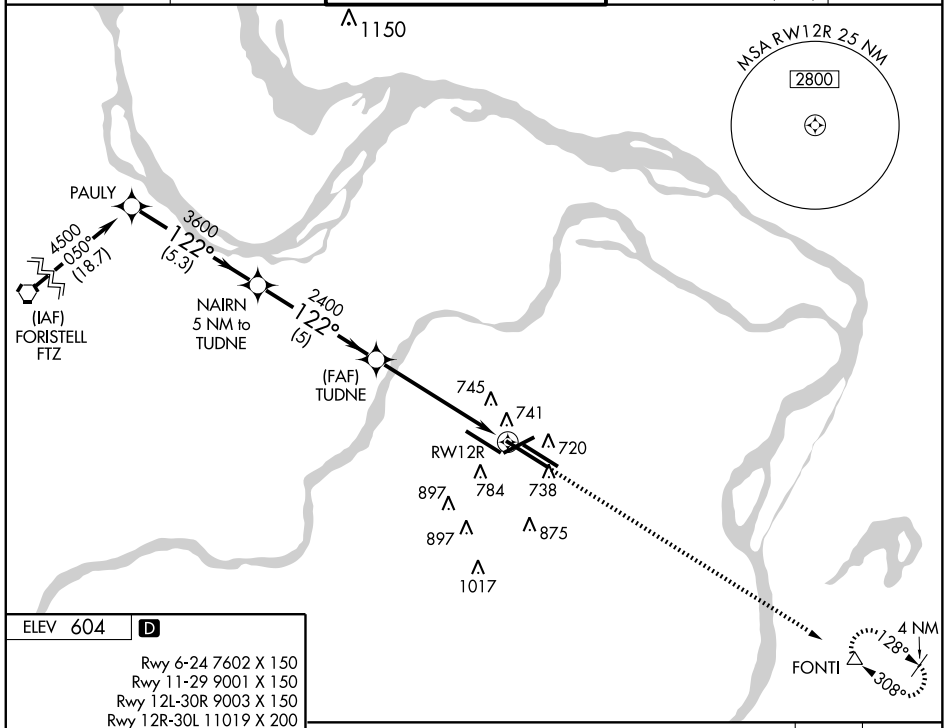
| APP CRS | Rwy Idg | 10552 |
|---|---|---|
| 122° | TDZE | 540 |
| | Apt Elev | 604 |

For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16° C (3° F)

MALSR

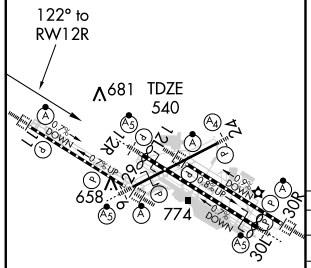
MISSED APPROACH: Climb to 5000 direct FONTI and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

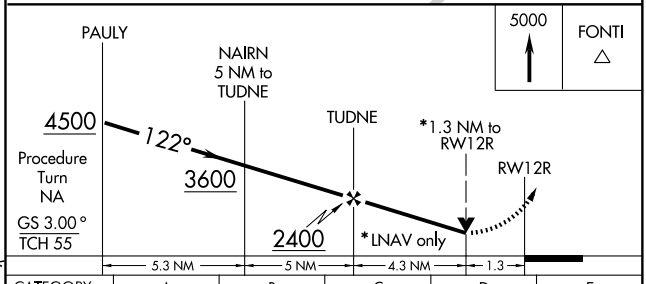



ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 1102-1½ 562 (500-1½) | | | | |
| LNAV MDA | 1000/40 460 (400-¾) | | | 1000/50 460 (400-1) | 1000-1½ 460 (400-1½) |

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 7602 |
|---|---|---|
| 243° | TDZE | 534 |
| | Apt Elev | 604 |

# RNAV (GPS) RWY 24

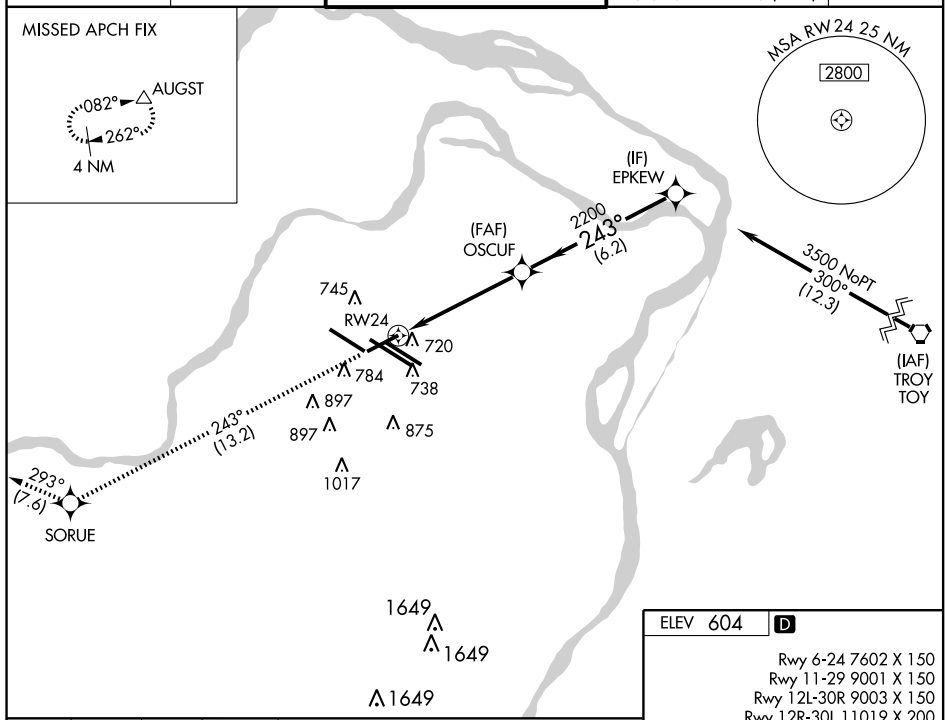
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

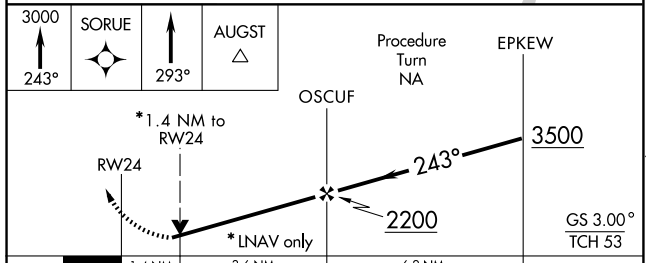
T NA — Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. Baro-VNAV NA below -16° C (3°F) GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 via 243° course to SORUE WP then via 293° course to AUGST WP and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

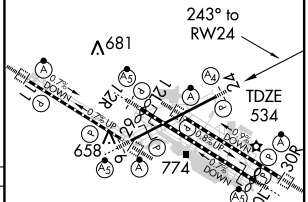



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 1000-1½ 466 (400-1½) | | | | |
| LNAV MDA | 1040/40 506 (500-¾) | | 1040-1½ 506 (500-1½) | | 1040-1¾ 506 (500-1¾) |

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| CH 42500 | 302° | TDZE | 580 |
| W29A | | Apt Elev | 618 |

# RNAV (GPS) RWY 29

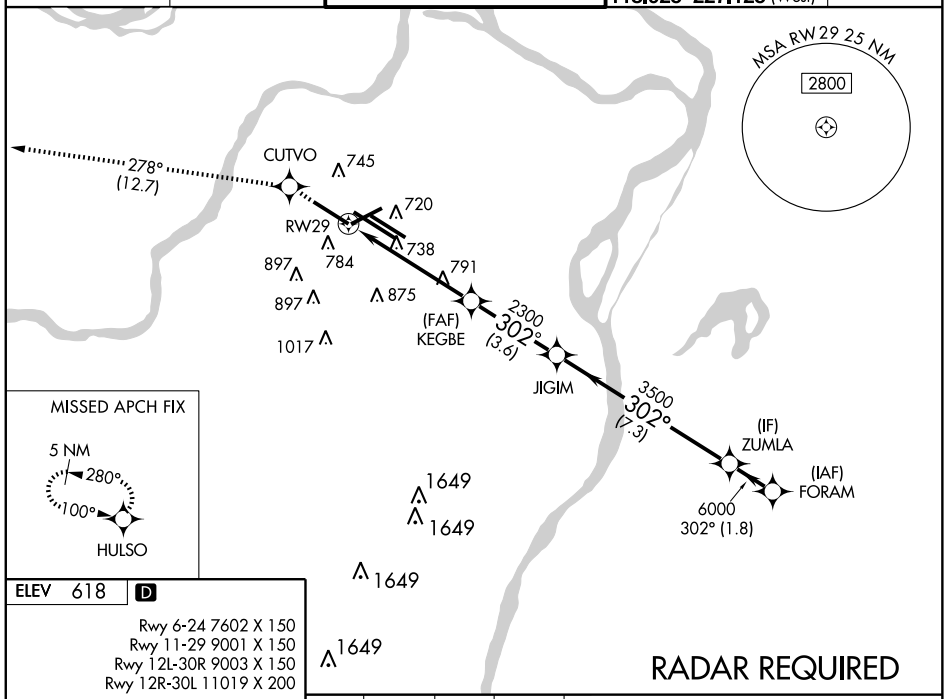
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
For inoperatvie ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾ .

ALSF-2

MISSED APPROACH: Climb to 3000 direct CUTVO and via 278° track to HULSO and hold.

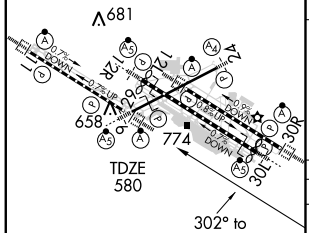
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



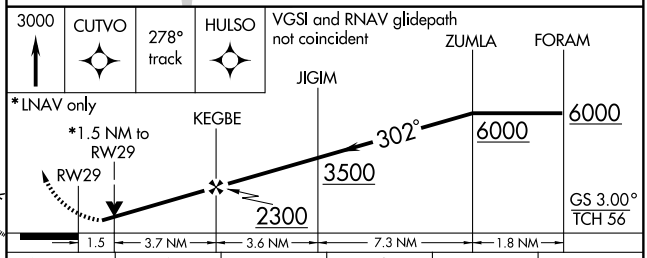

RADAR REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 943/40 363 (400-¾) | | | | |
| LNAV/VNAV DA | 1074/60 494 (500-1¼) | | | | |
| LNAV MDA | 1100/40 520 (500-¾) | | 1100/50 520 (500-1) | 1100/60 520 (500-1¼) | |

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| APP CRS | Rwy Idg | 10818 |
|---|---|---|
| 302° | TDZE | 583 |
| | Apt Elev | 604 |

# RNAV (GPS) RWY 30L

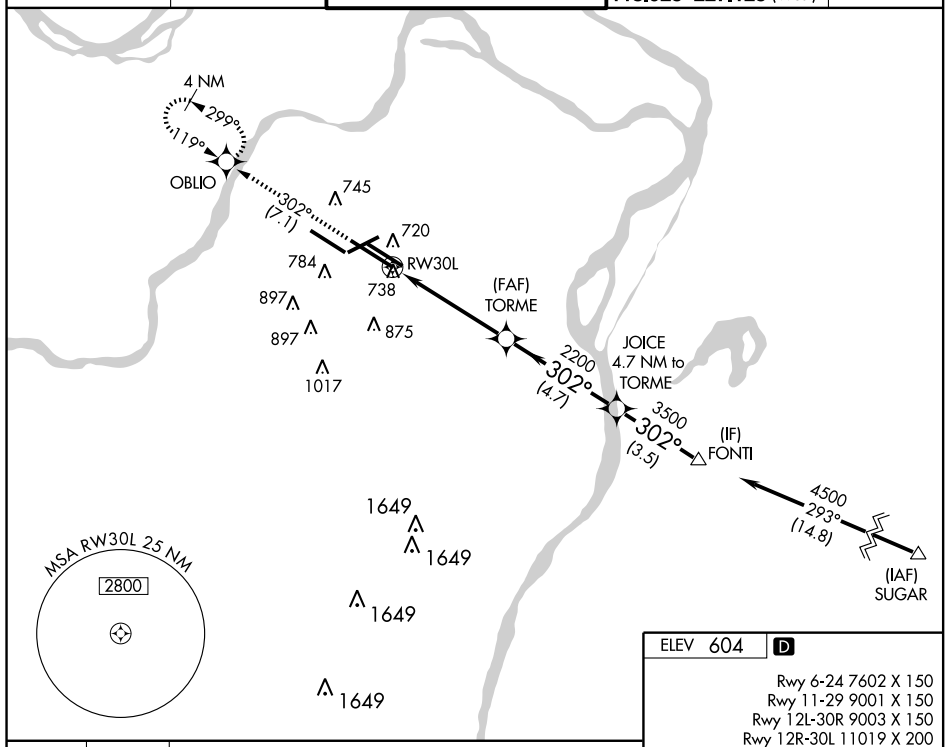
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

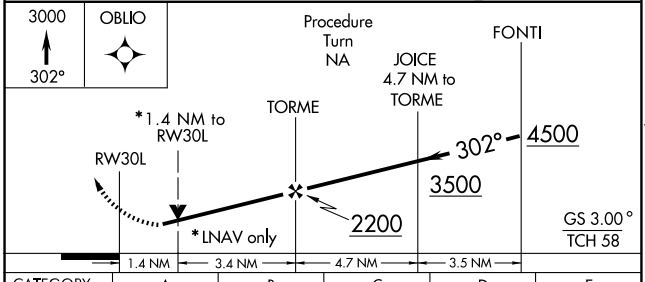
NA For inoperative MALSR: increase LNAV Cats A/B to RVR 5000. Baro-VNAV NA below -16°C (3°F). GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 via 302° course to OBLIO WP and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

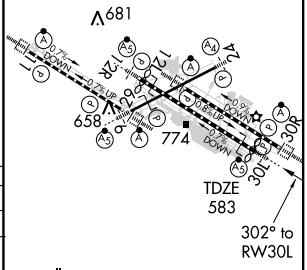



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 1000/50 417 (400-1) | | | | |
| LNAV MDA | 1100/40 517 (500-¾) | | 1100/50 517 (500-1) | 1100/60 517 (500-1¼) | |

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

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| WAAS | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| CH 73000 | 302° | TDZE | 605 |
| W30A | | Apt Elev | 618 |

# RNAV (GPS) RWY 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

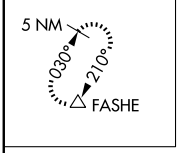
For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

ALSF-2

MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

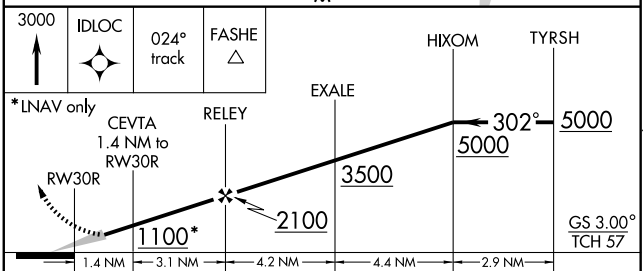
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

MISSED APCH FIX




RADAR REQUIRED

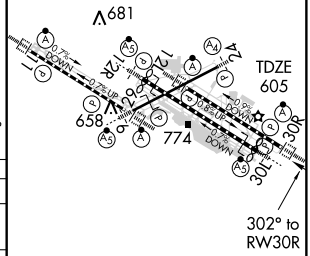



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 908/24 303 (300-½) | | | | 908/40 303 (300-¾) |
| LNAV/VNAV DA | 973/40 368 (400-¾) | | | | |
| LNAV MDA | 1000/24 395 (400-½) | | | 1000/50 395 (400-1) | |

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

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# TACAN RWY 12R

| VORTAC STL 117.4 Chan 121 | APCH CRS 142° | Rwy ldg 10,552 TDZE 540 Arpt Elev 618 |
|---|---|---|

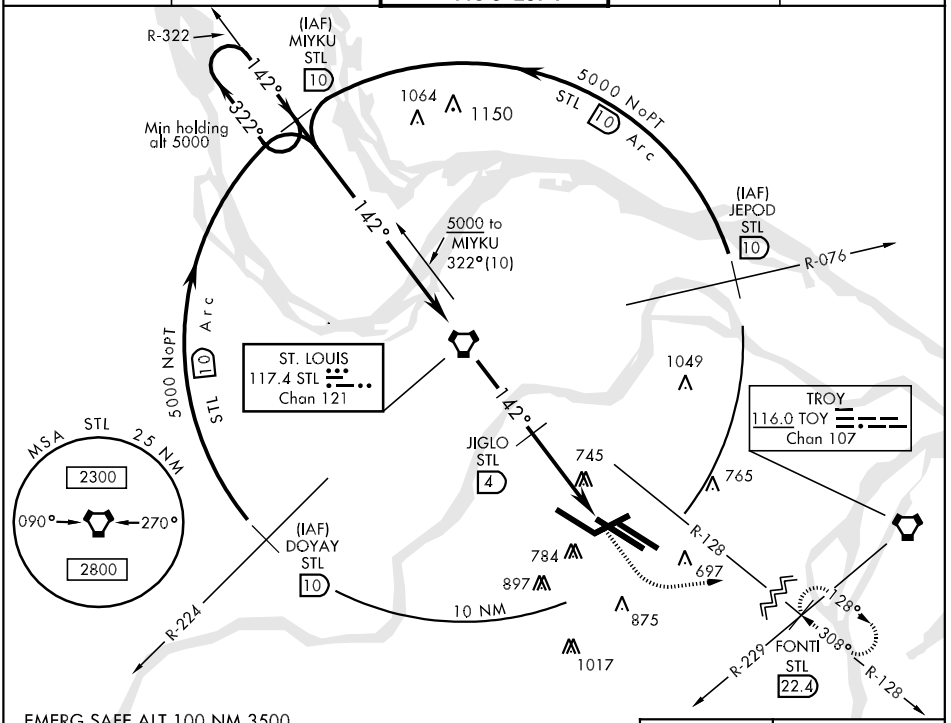
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

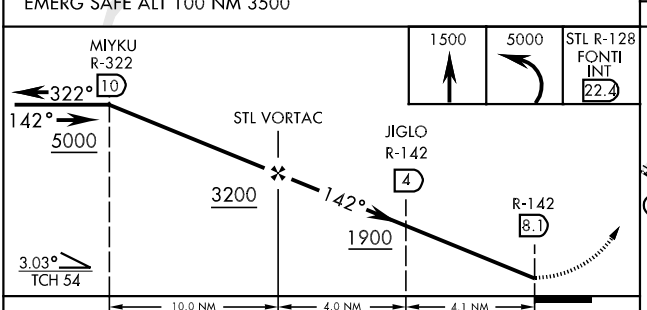
N/A *Inoperative table does not apply.
Visibility reduction by helicopters NA

MALSR

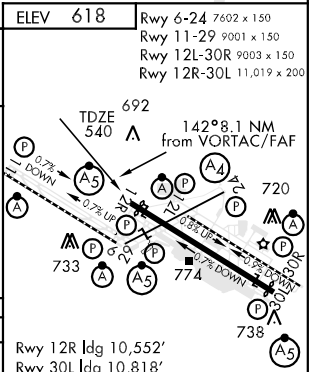
MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 126.5 324.1 | N 120.05 284.6<br>S 118.5 257.7 | 121.9 348.6 | 119.5 363.1 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12R * | 1060/50 520 (500-1) | | 1060-1½ 520(500-1½) | 1060-1¾ 520 (500-1¾) | |
| CIRCLING | NOT AUTHORIZED | | | | |






TACAN RWY 12R

# TACAN RWY 30L

| VORTAC STL 117.4 Chan 121 | APCH CRS 318° | Rwy ldg 10,818 TDZE 583 Arpt Elev 618 |
|---|---|---|

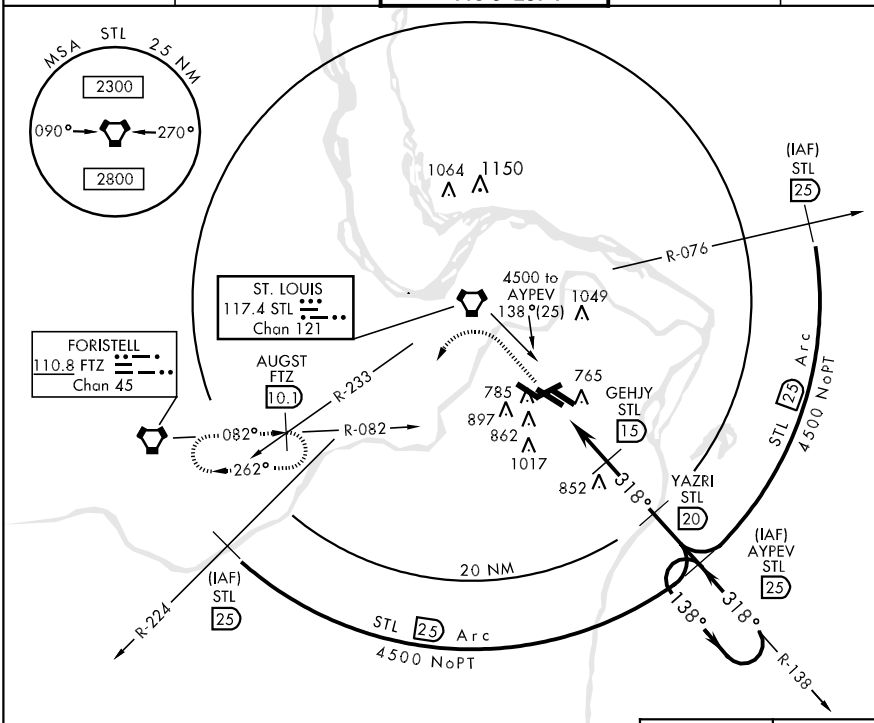
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

N/A * Inoperative table does not apply.

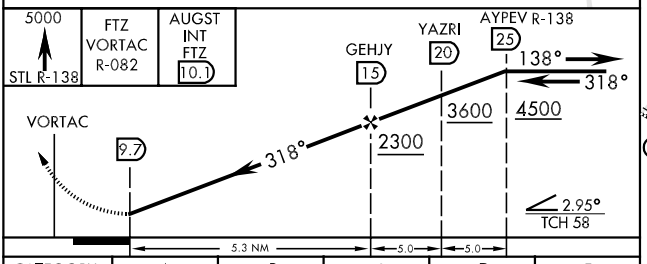
MALSR A5

MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 126.5 324.1 | N 120.05 284.6<br>S 118.5 257.7 | 121.9 348.6 | 119.5 363.1 |



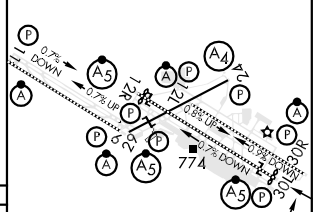

EMERG SAFE ALT 100 NM 3500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30L * | 1100/50 | 517 (500-1) | 1100-1½ 517(500-1½) | 1100-1¾ | 517 (500-1¾) |
| CIRCLING | NOT AUTHORIZED | | | | |

ELEV 618

Rwy 6-24 7602 x 150
Rwy 11-29 9001 x 150
Rwy 12L-30R 9003 x 150
Rwy 12R-30L 11,019 x 200




Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

318° 5.3 NM from FAF

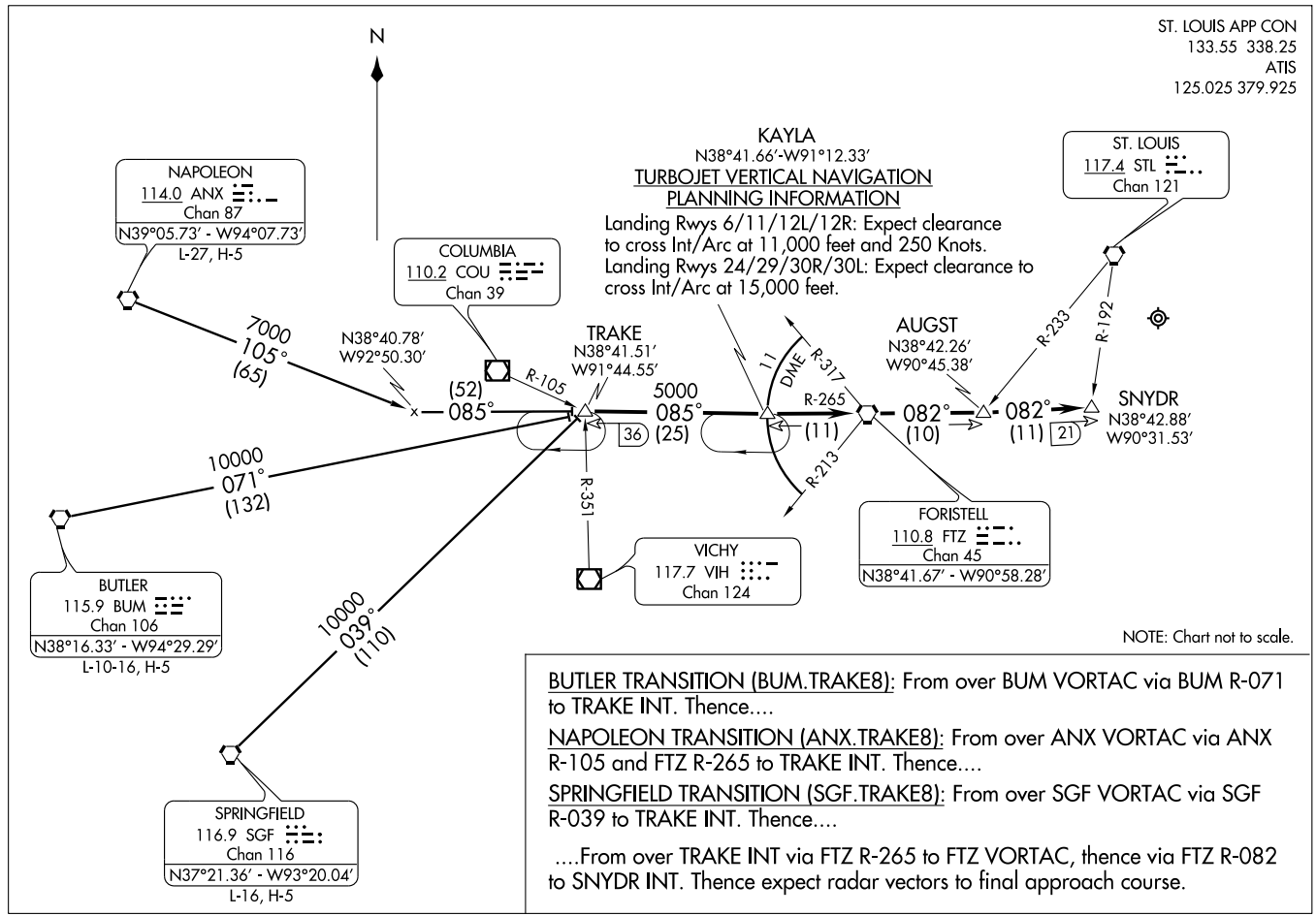


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# TRAKE EIGHT ARRIVAL








BUTLER TRANSITION (BUM.TRAKE8): From over BUM VORTAC via BUM R-071 to TRAKE INT. Thence....

NAPOLEON TRANSITION (ANX.TRAKE8): From over ANX VORTAC via ANX R-105 and FTZ R-265 to TRAKE INT. Thence....

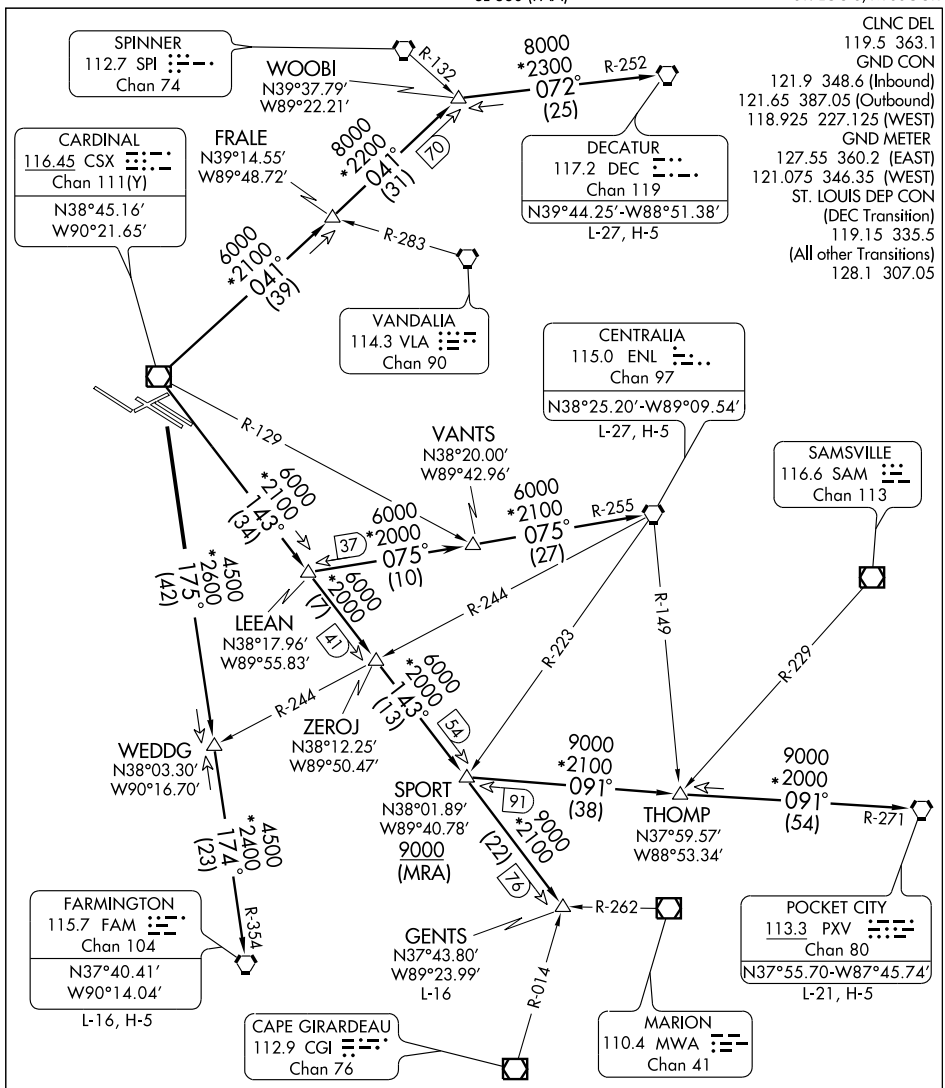
SPRINGFIELD TRANSITION (SGF.TRAKE8): From over SGF VORTAC via SGF R-039 to TRAKE INT. Thence....

....From over TRAKE INT via FTZ R-265 to FTZ VORTAC, thence via FTZ R-082 to SNYDR INT. Thence expect radar vectors to final approach course.

# TURBO FIVE DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI




TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276' per NM to 800.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

# TURBO FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.
OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.
Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.
Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.

Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.

Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.
Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.
Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.
Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.
Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.

Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.

Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.
Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.

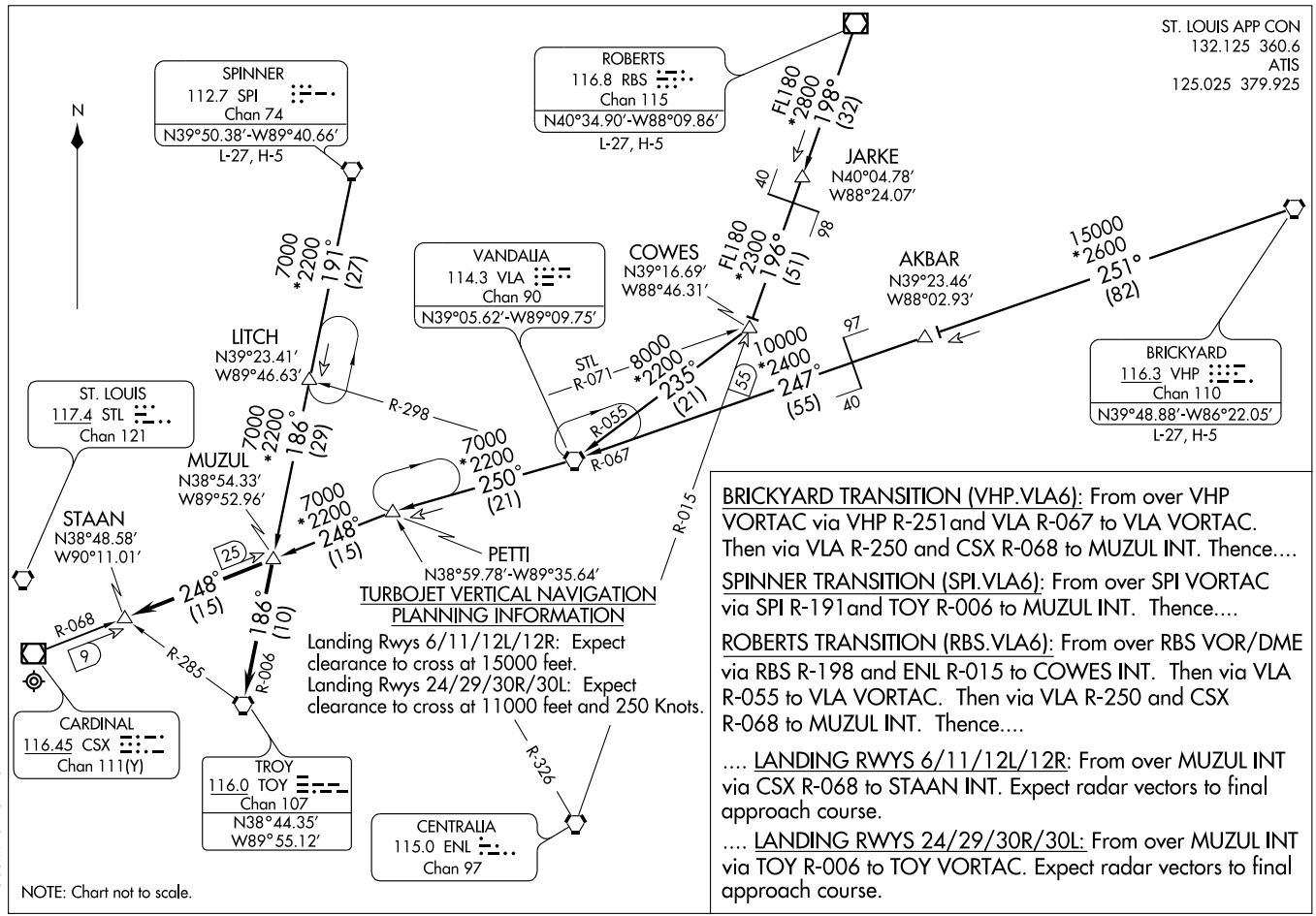
Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.
Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.
Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

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# VANDALIA SIX ARRIVAL








TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Landing Rwys 6/11/12L/12R: Expect clearance to cross at 15000 feet.
Landing Rwys 24/29/30R/30L: Expect clearance to cross at 11000 feet and 250 Knots.

BRICKYARD TRANSITION (VHP.VLA6): From over VHP VORTAC via VHP R-251and VLA R-067 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

SPINNER TRANSITION (SPI.VLA6): From over SPI VORTAC via SPI R-191and TOY R-006 to MUZUL INT. Thence....

ROBERTS TRANSITION (RBS.VLA6): From over RBS VOR/DME via RBS R-198 and ENL R-015 to COWES INT. Then via VLA R-055 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

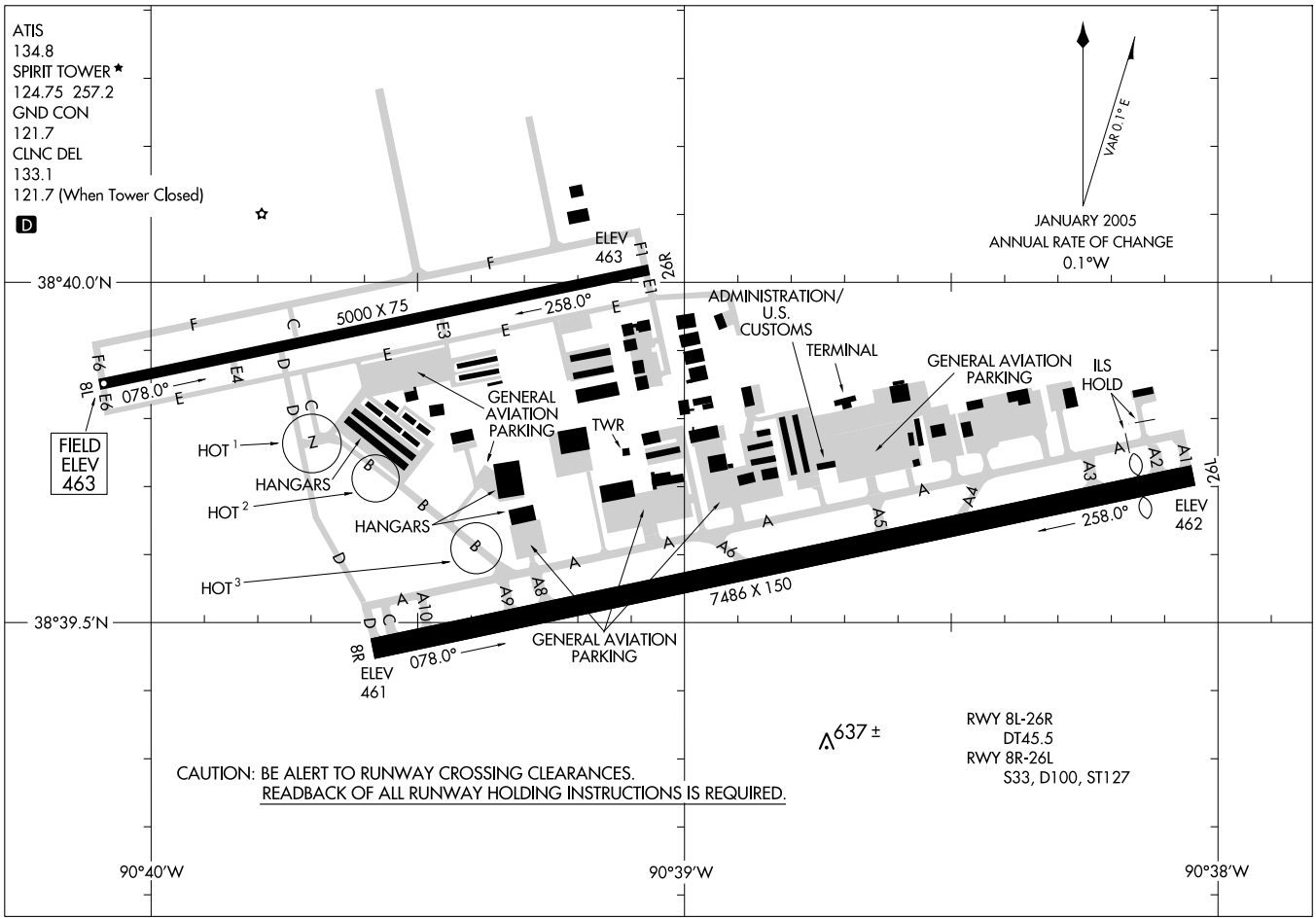
.... LANDING RWYS 6/11/12L/12R: From over MUZUL INT via CSX R-068 to STAAN INT. Expect radar vectors to final approach course.

.... LANDING RWYS 24/29/30R/30L: From over MUZUL INT via TOY R-006 to TOY VORTAC. Expect radar vectors to final approach course.

# AIRPORT DIAGRAM



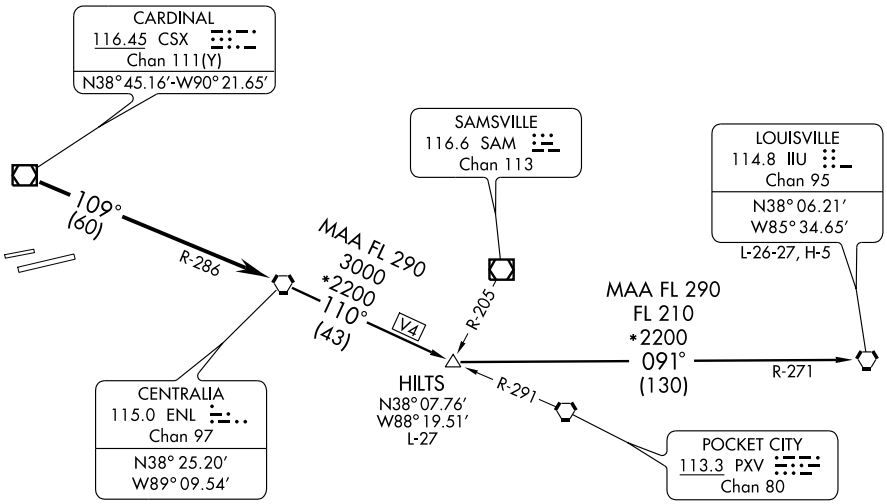
ST. LOUIS/ SPIRIT OF ST. LOUIS (STUS)
ST. LOUIS, MISSOURI



# BLUES TWO DEPARTURE



ATIS
134.8
SPIRIT TOWER★
124.75 257.2
GND CON
121.7
CLNC DEL
133.1




NOTE: For Turbojets only.
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.
LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

NC-3, 08 APR 2010 to 06 MAY 2010

# CARDS SEVEN DEPARTURE



ATIS
134.8
SPIRIT TOWER*
124.75 257.2
GND CON
121.7
CLNC DEL
133.1

BRADFORD
114.7 BDF
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5

R-198

8000
*2200
018°
(69)

## TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.
Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900'.
Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900'.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NEENS
N40°14.89'
W90°31.90'
L-27

QUINCY
113.6 UIN
Chan 83

R-050

90

12000
*2100
355°
(52)

SKUTR
N40°04.10'
W90°03.66'

80

R-309

SPINNER
112.7 SPI
Chan 74
N39°50.38'-W89°40.66'
L-27, H-5

8000
*2000
010°
(43)

2700
*2100
027°
(35)

R-207

R-122

LEBOY
N39°26.00'
W90°34.38'
L-27

42

3000
*2200
(4)

MYKEY
N39°23.05'
W90°25.92'

SKYPE
N39°21.64'
W90°13.43'

DEECE
N39°22.12'
W90°33.17'

3000
*2000
355°
(38)

3000
*2100
346°
(38)

3000
*2000
010°
(37)

2700
*2100
026°
(38)

TEWHY
N39°19.37'
W90°00.33'

R-352

ST. LOUIS
117.4 STL
Chan 121

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214′ from DER, 96′ right of centerline, 27′ AGL/496′ MSL.

Rwy 8R: Antenna on bldg 142′ from DER, 241′ left of centerline, 10′ AGL/470′ MSL.
Antenna 262′ from DER, 557′ left of centerline, 26′ AGL/487′ MSL.
Trees beginning 5372′ from DER, 1792′ right of centerline, up to 94′ AGL/653′ MSL.

Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

NC-3, 08 APR 2010 to 06 MAY 2010

# GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 08325

SI-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

ST. LOUIS, MISSOURI

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

ATIS 134.8
SPIRIT TOWER ★ 124.75 257.2
GND CON 121.7
CLNC DEL 133.1

N

ST.LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'

TROY
116.0 TOY
Chan 107
N38°44.35'-W89°55.12'

BIBLE GROVE
109.0 BIB
Chan 27
N38°55.22'
W88°28.91'
L-27, H-5

MATTOON
109.4 MTO
Chan 31

TERRE HAUTE
115.3 TTH
Chan 100

BRICKYARD
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

CENTRALIA
115.0 ENL
Chan 97

SHELBYVILLE
112.0 SHB
Chan 57
N39°37.95'
W85°49.46'

CREEP
N39°55.25'
W84°18.52'
H-10

JIGSY
N38°50.53'
W89°07.18'
L-27, H-5

WORKE
N39°07.05'
W87°46.42'

KELLY
N39°24.82'
W86°40.29'

TWILA
N38°47.23'
W89°33.15'

094° (44)
087° (38)
076° (17)
MAA FL 290
3000 076° (21)
3000 078° (30)
3800 067° (35)
(55)
3800 071° (41)
3800 029° (28)
FL 180 075° (72)
FL 180 063° (91)
V12
STL R-090
R-258
R-129
R-097
R-085
R-209
R-251
R-214
R-250
38
R-316
R-360

NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

| LOC I-SUS | APP CRS | Rwy Idg | 7245 |
|---|---|---|---|
| 111.1 | 076° | TDZE | 462 |
| | | Apt Elev | 463 |

# ILS or LOC RWY 8R

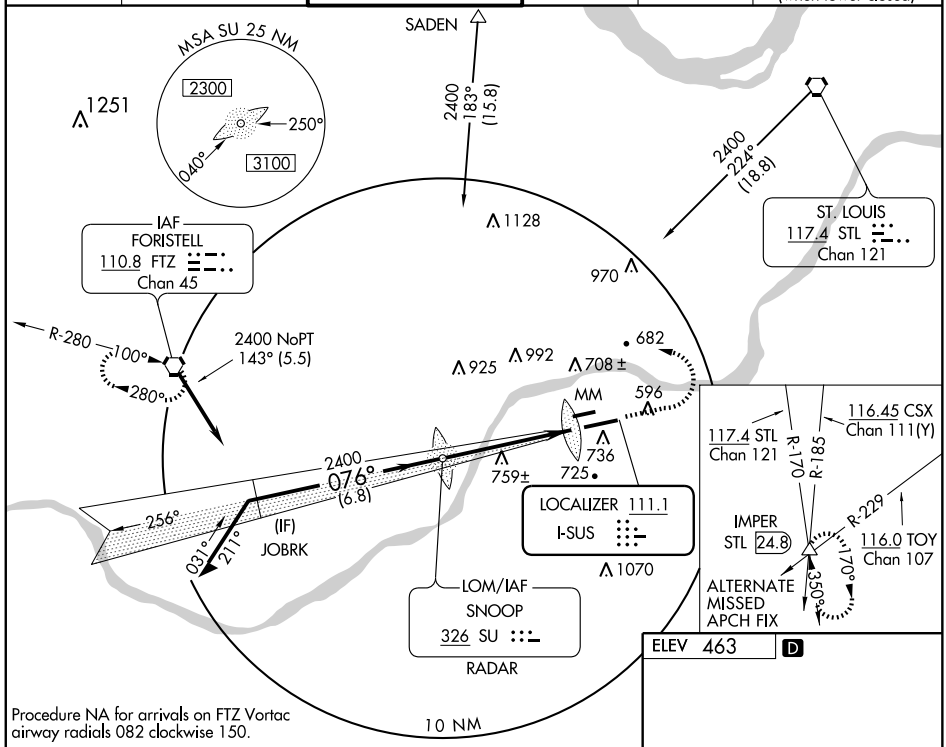
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

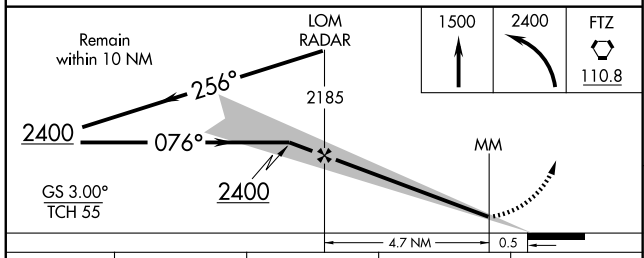
* RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC 8R Cat D RVR to 5000 and circling Cat C visibility ¼ mile.

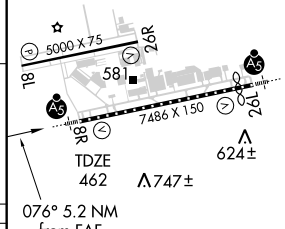
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER* | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8R | *662/24 200 (200-½) | | | |
| S-LOC 8R | 880/24 418 (500-½) | | 880/40 418 (500-¾) | |
| CIRCLING | 1100-1 637 (700-1) | | 1120-1¾ 657 (700-1¾) | 1140-2¼ 677 (700-2¼) |

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

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| LOC I-FZU | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| 111.1 | 256° | TDZE | 462 |
| | | Apt Elev | 463 |

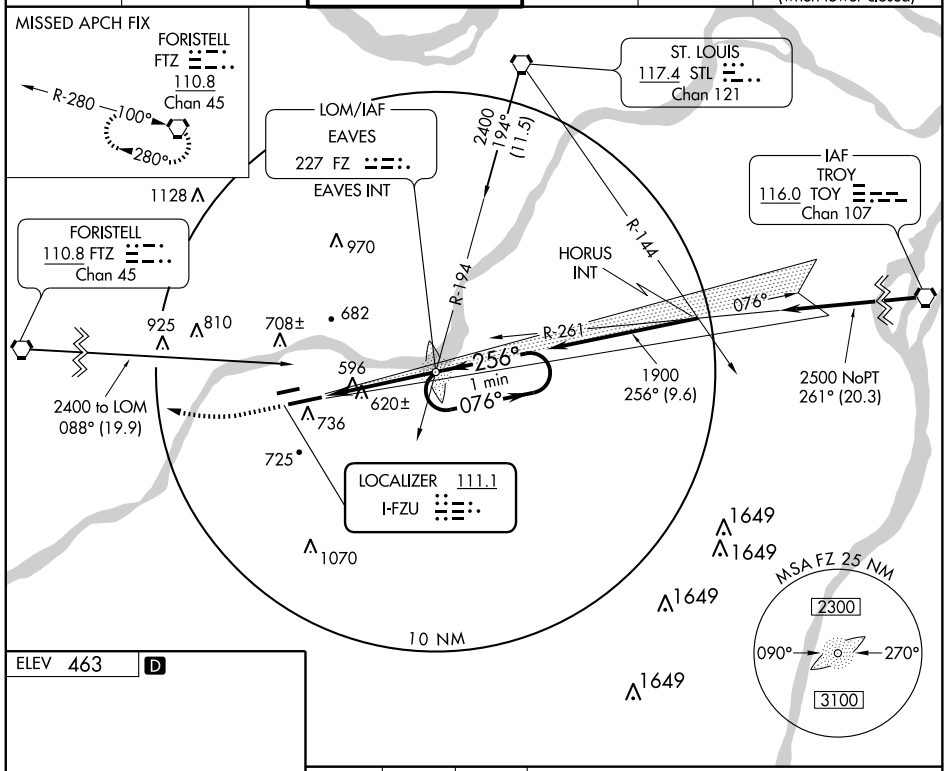
# ILS or LOC RWY 26L

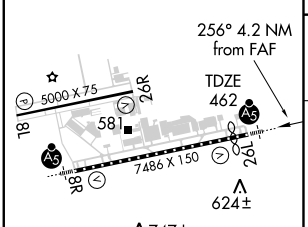
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

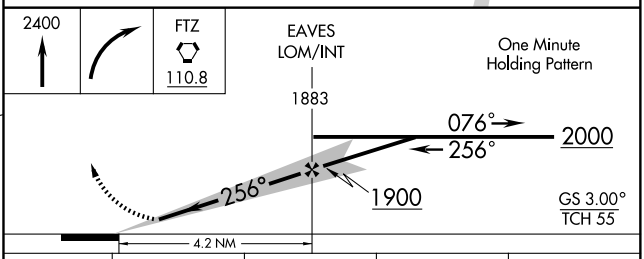
| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |




HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

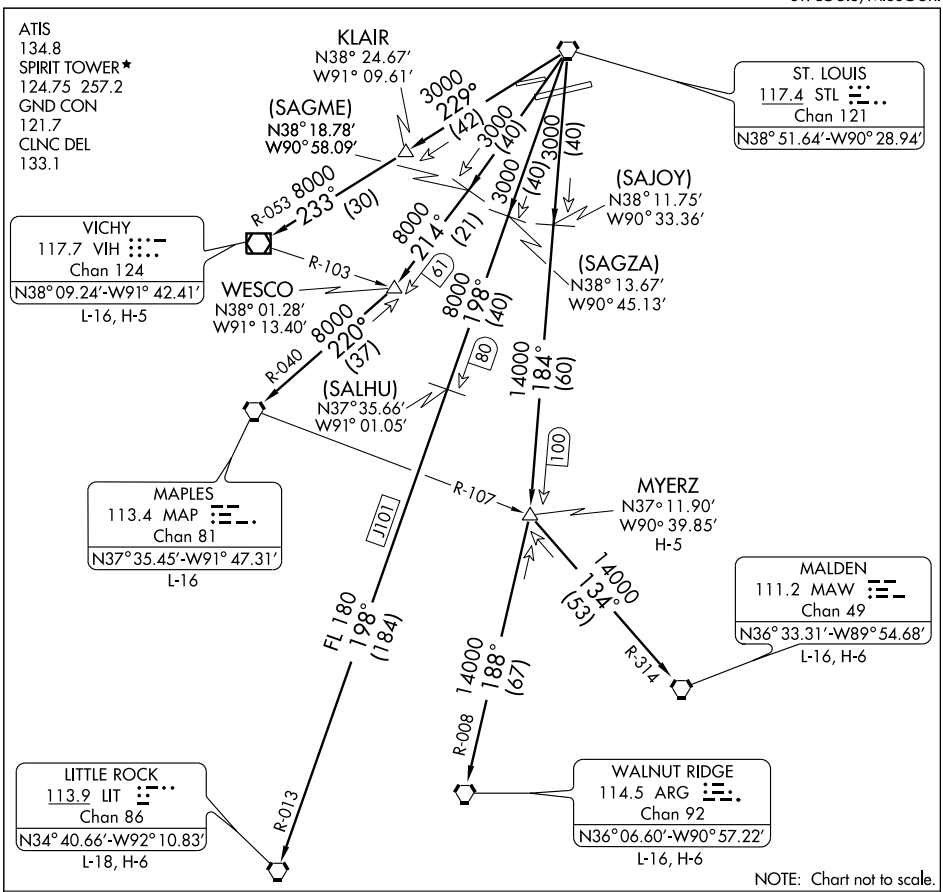



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26L | 662-½ 200 (200-½) | | | |
| S-LOC 26L | 1140-½ 678 (700-½) | | 1140-1½ 678 (700-1½) | 1140-1¾ 678 (700-1¾) |
| CIRCLING | 1140-1 677 (700-1) | | 1140-2 677 (700-2) | 1140-2¼ 677 (700-2¼) |

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# LINDBERGH TWO DEPARTURE






NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

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| LOM SU | APP CRS | Rwy Idg | 7245 |
|---|---|---|---|
| 326 | 076° | TDZE | 462 |
| | | Apt Elev | 463 |

# NDB RWY 8R

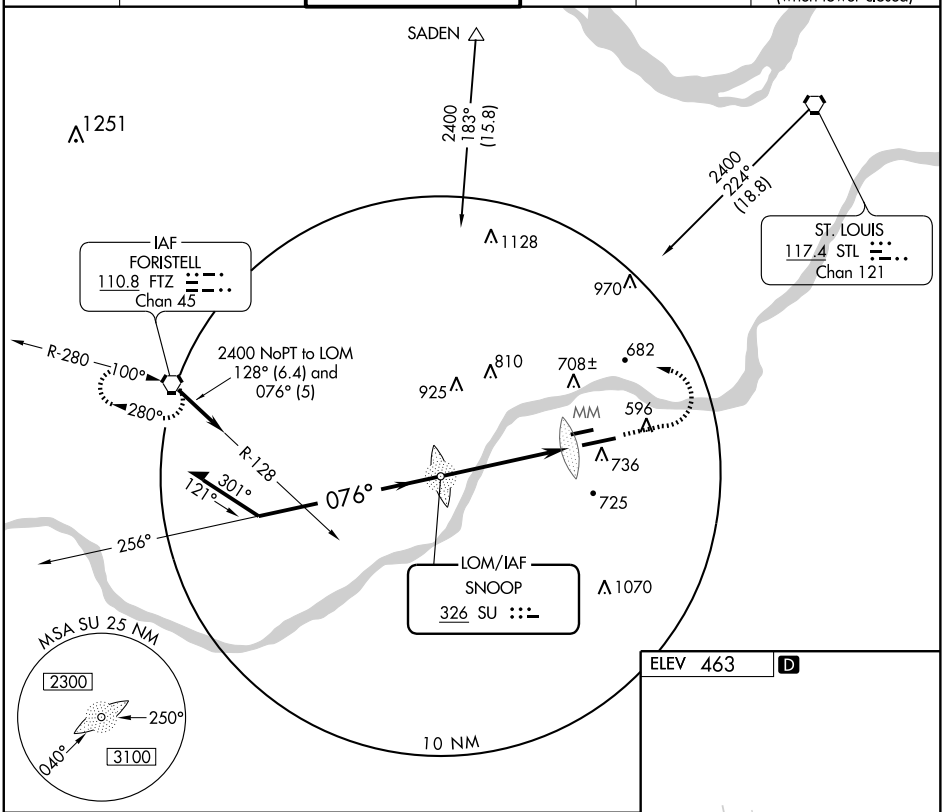
## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

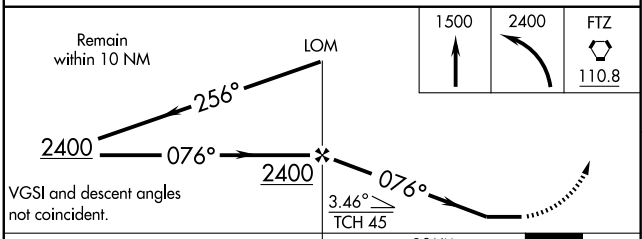
T
NA

MALSR

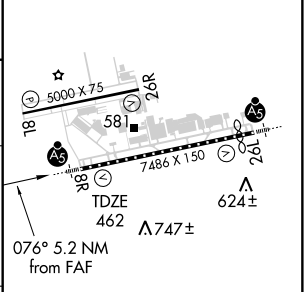
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |




| 1500 | 2400 | FTZ |
|---|---|---|
| | | 110.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8R | 1200/40 | 738 (800-¾) | 1200-1½ 738 (800-1½) | 1200-2 738 (800-2) |
| CIRCLING | 1200-1 | 737 (800-1) | 1200-2 737 (800-2) | 1200-2¼ 737 (800-2¼) |

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NC-3. 08 APR 2010 to 06 MAY 2010

| LOM FZ | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| 227 | 255° | TDZE | 462 |
| | | Apt Elev | 463 |

# NDB RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 60 feet, increase S-26L Cat C and D and circling Cats B, C and D visibility ¼ mile.

NA

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

MISSED APCH FIX

FORISTELL FTZ 110.8 Chan 45

R-280 100° 280°

Procedure NA for arrivals at TOY VORTAC on airway radials 229 clockwise 244.

ST. LOUIS 117.4 STL Chan 121

2400 195° (11.4)

IAF TROY 116.0 TOY Chan 107

FORISTELL 110.8 FTZ Chan 45

LOM/IAF EAVES 227 FZ

R-144

(IF) HORUS INT

R-261

2500 NoPT 261° (20.3)

1900 257° (9.6)

2400 to LOM 088° (19.9)

RW26L

255° 1 min 075°

075°

1128 970 992 925 708± 682 596 736 849± 725 1070 1649 1649 1649 1649

10 NM

MSA FZ 25 NM

2300

090° 270°

3100

ELEV 463 D

255° 4.3 NM from FAF

TDZE 462

5000 X 75

7486 X 150

18L 26R 18R 26L

581 624± 747±

MIRL Rwy 8L-26R L

HIRL Rwy 8R-26L L

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

2400 FTZ 110.8

LOM

One Minute Holding Pattern

075° 2100 255°

RW26L 255° 3.07° TCH 55 1900

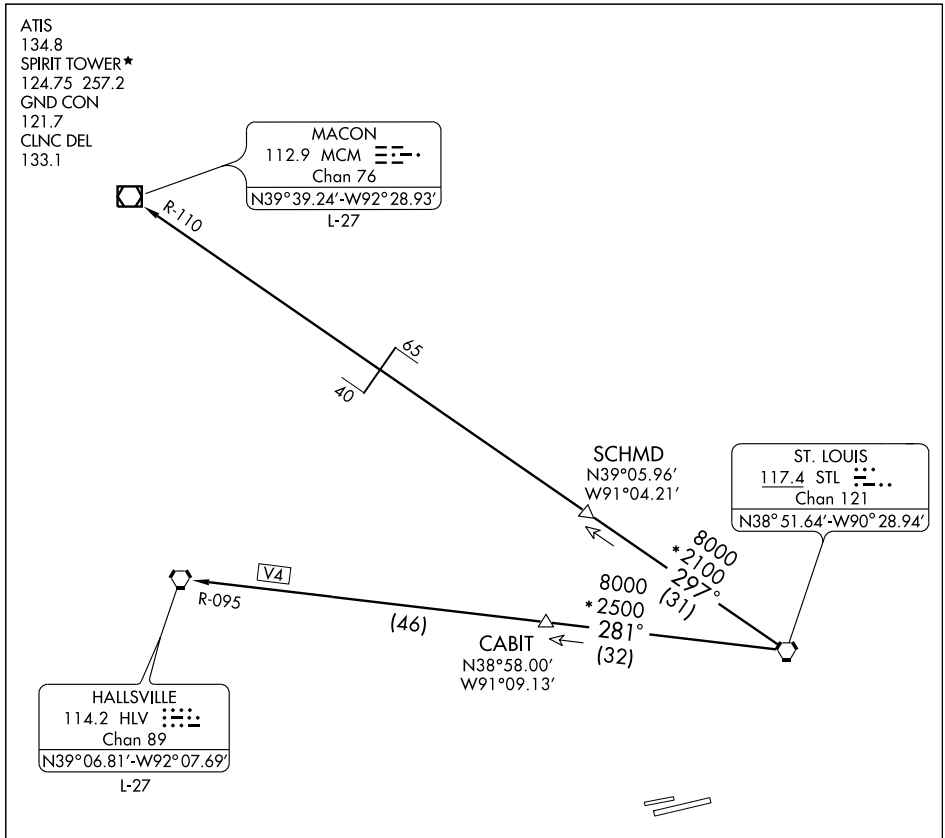
4.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26L | 1160-¾ 698 (700-¾) | | 1160-1½ 698 (700-1½) | 1160-2 698 (700-2) |
| CIRCLING | 1160-1 697 (700-1) | | 1160-2 697 (700-2) | 1160-2¼ 697 (700-2¼) |

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# OZARK THREE DEPARTURE






TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

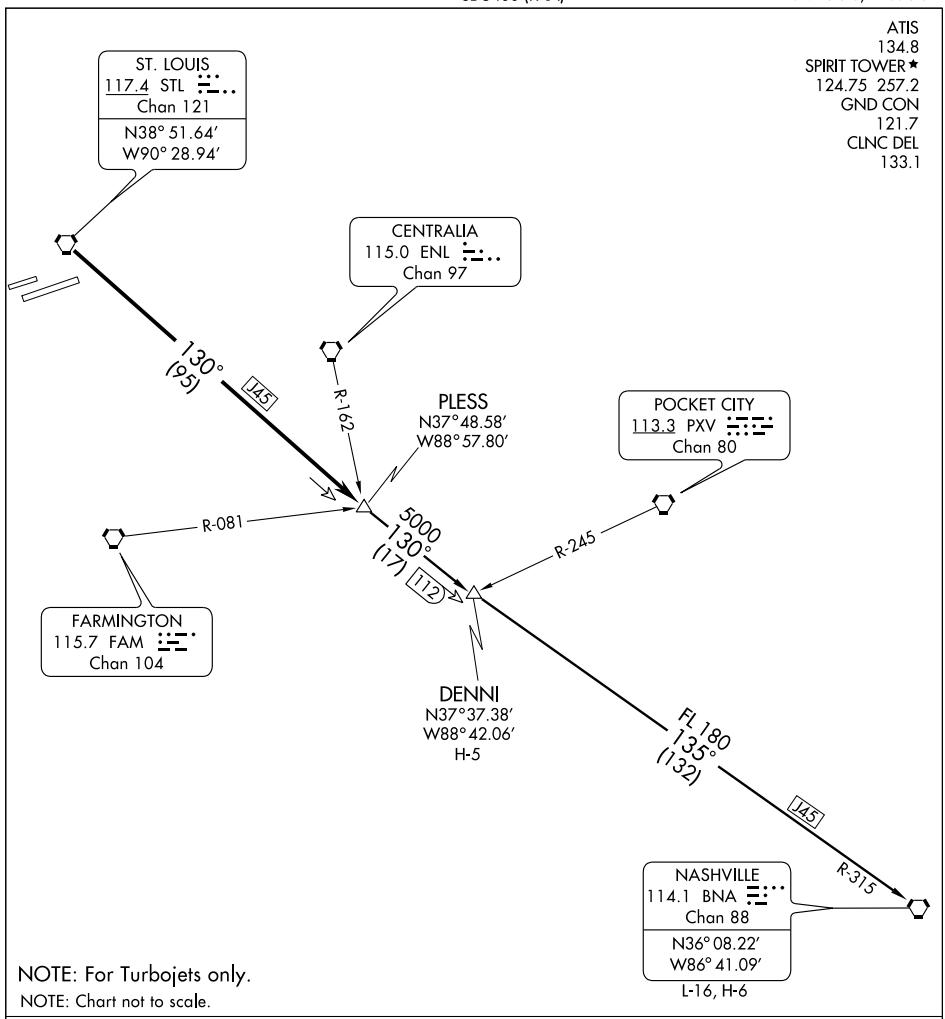
HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

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# PLESS ONE DEPARTURE






NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

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| WAAS CH 99414 W08A | APP CRS 076° | Rwy Idg 5000<br>TDZE 463<br>Apt Elev 463 |
|---|---|---|

# RNAV (GPS) RWY 8L

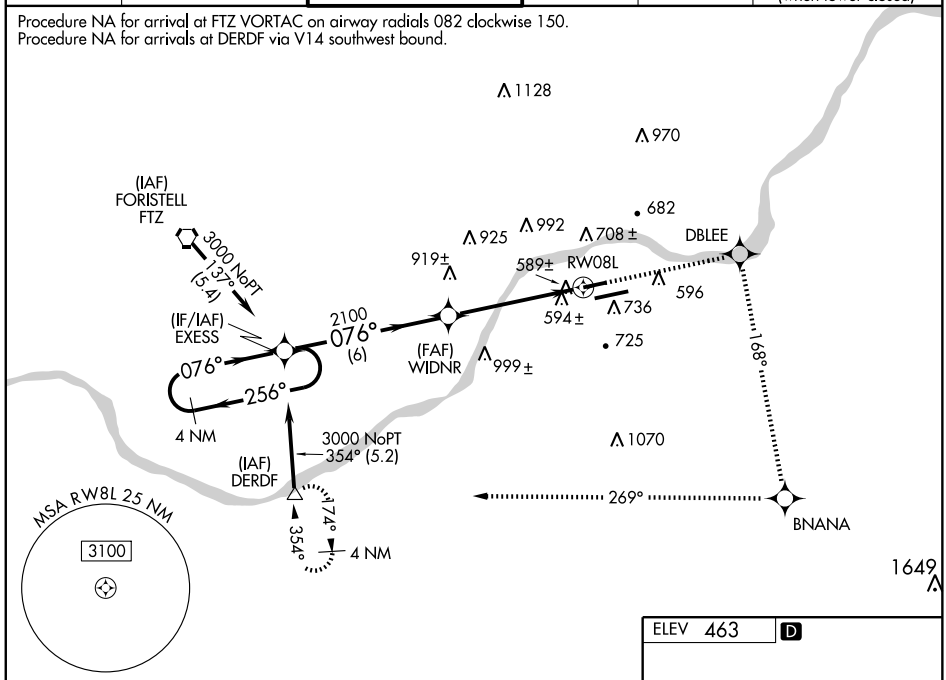
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

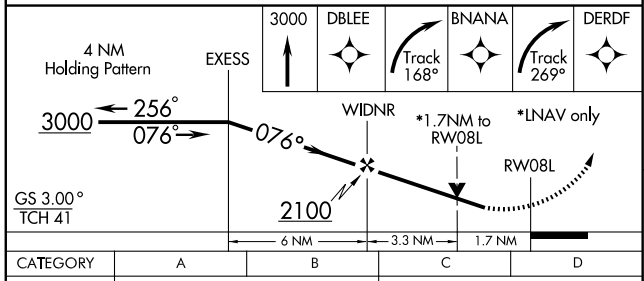
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn via track 168° to BNANA and right turn via track 269° to DERDF and hold.

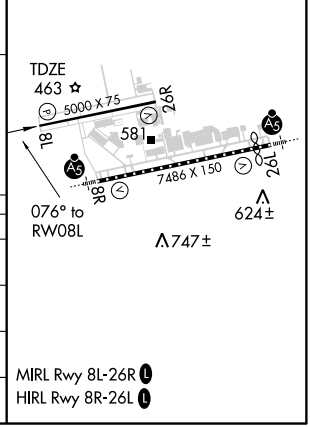
| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrivals at DERDF via V14 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 855-1½ | 392 (400-1½) | NA | |
| LNAV/VNAV DA | 1075-2¼ | 612 (700-2¼) | NA | |
| LNAV MDA | 1040-1 | 577 (600-1) | NA | |
| CIRCLING | 1100-1 | 637 (700-1) | NA | |




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| WAAS CH 61114 W08B | APP CRS 076° | Rwy Idg 7245 TDZE 462 Apt Elev 463 |
|---|---|---|

# RNAV (GPS) RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

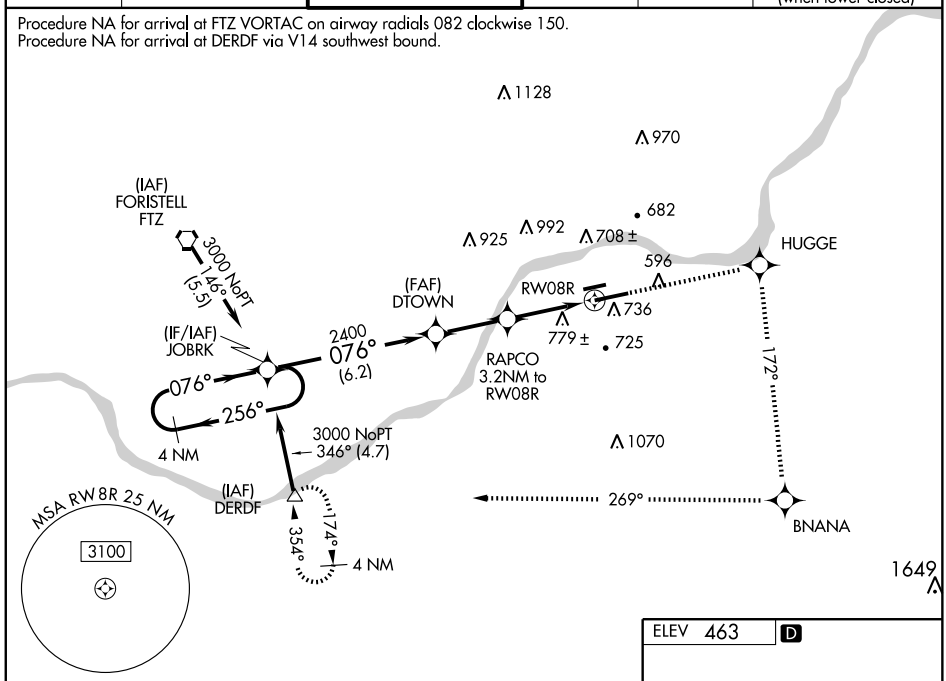
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C ¼ mile.

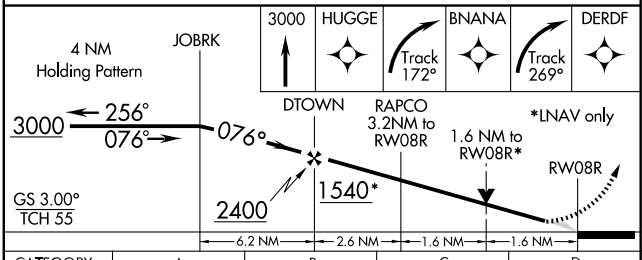
MALSR

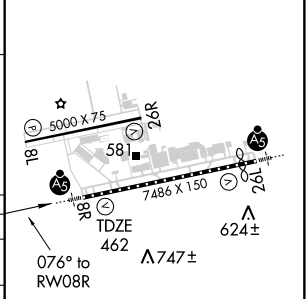
MISSED APPROACH: Climb to 3000 direct HUGGE and right turn via track 172° to BNANA and right turn via track 269° track to DERDF and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrival at DERDF via V14 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 662/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1129-1¾ 667 (700-1¾) | | | |
| LNAV MDA | 1040/24 578 (600-½) | | 1040/50 578 (600-1) | 1040/60 578 (600-1¼) |
| CIRCLING | 1100-1 637 (700-1) | | 1120-1¾ 657 (700-1¾) | 1140-2¼ 677 (700-2¼) |

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

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| WAAS | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| CH 81914 | 256° | TDZE | 462 |
| W26B | | Apt Elev | 463 |

# RNAV (GPS) RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

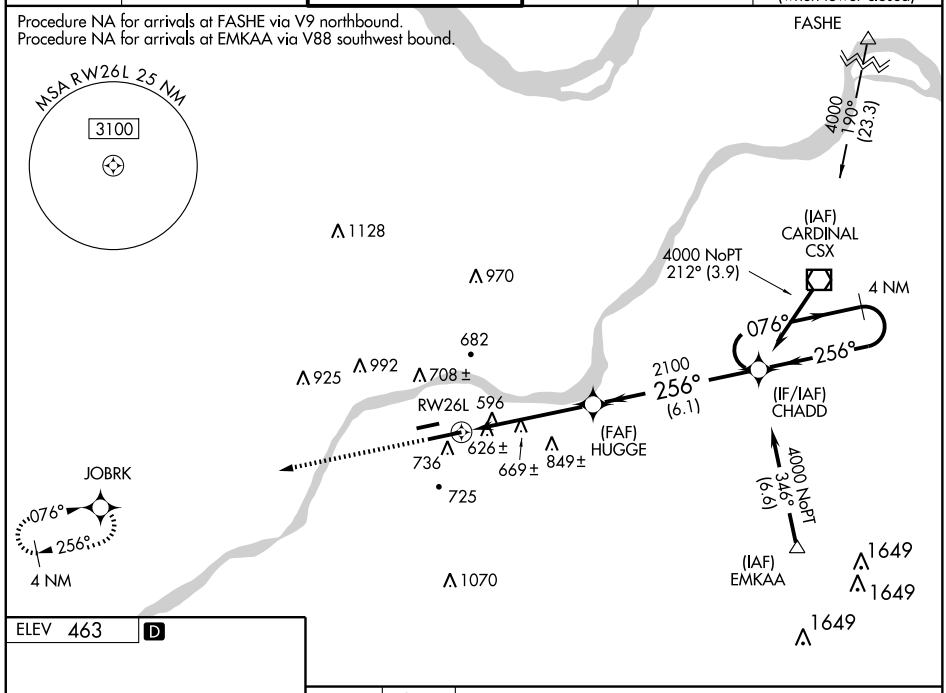
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ¼ mile and circling visibility Cat C ¼ mile.

MALSR

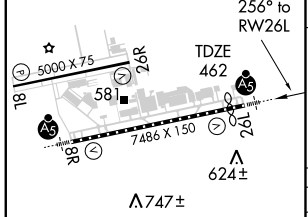
MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

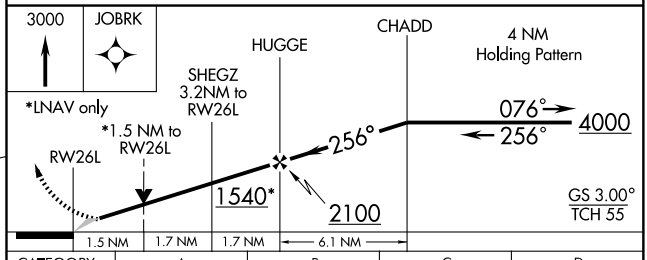
Procedure NA for arrivals at FASHE via V9 northbound.
Procedure NA for arrivals at EMKAA via V88 southwest bound.




ELEV 463 D




MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 662-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 969-1¼ 507 (600-1¼) | | | |
| LNAV MDA | 980-½ 518 (600-½) | | 980-1 518 (600-1) | 980-1¼ 518 (600-1¼) |
| CIRCLING | 1100-1 637 (700-1) | | 1120-1¾ 657 (700-1¾) | 1140-2¼ 677 (700-2¼) |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 97414 W26A | APP CRS 256° | Rwy Idg 5000<br>TDZE 463<br>Apt Elev 463 |
|---|---|---|

# RNAV (GPS) RWY 26R

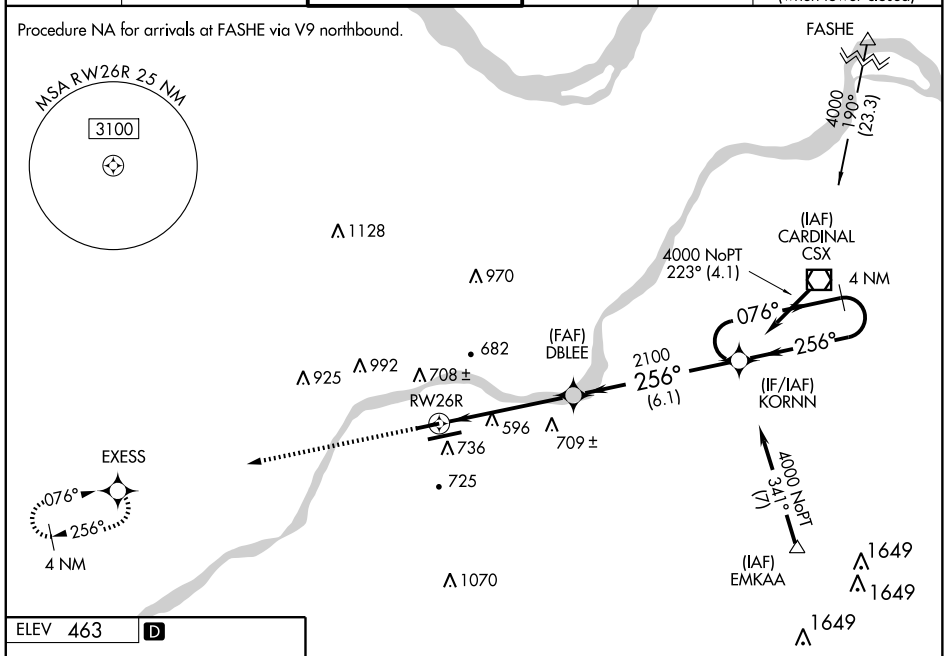
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

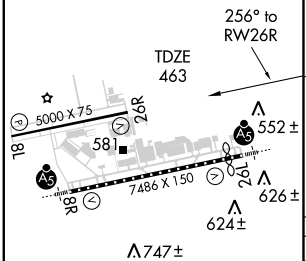
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

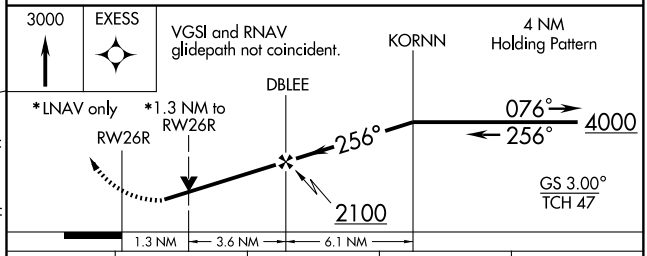
MISSED APPROACH: Climb to 3000 direct EXESS and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

Procedure NA for arrivals at FASHE via V9 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 803-1¼ 340 (400-1¼) | | NA | |
| LNAV/VNAV DA | 953-1¾ 490 (500-1¾) | | NA | |
| LNAV MDA | 1000-1 537 (600-1) | | NA | |
| CIRCLING | 1100-1 637 (700-1) | | NA | |

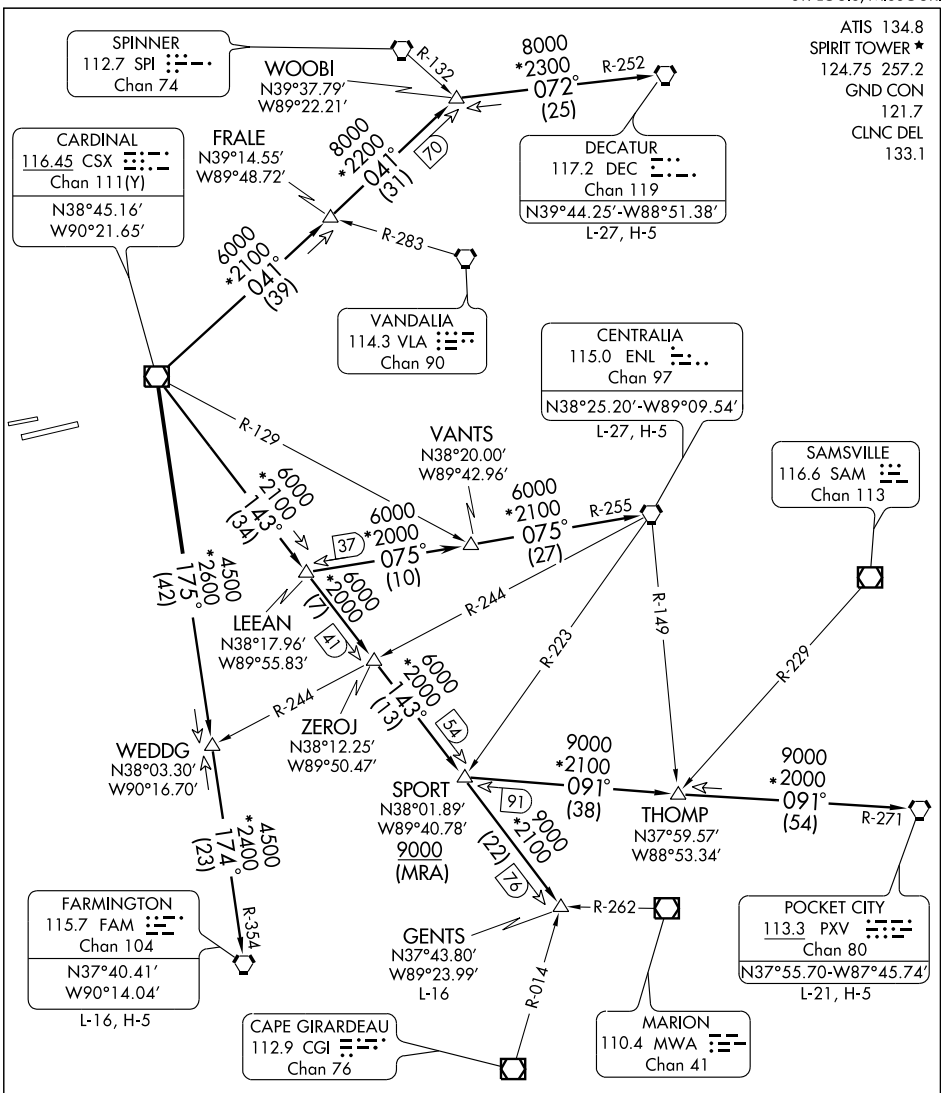
MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3. 08 APR 2010 to 06 MAY 2010

# TURBO FIVE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI




TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.

Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900.

Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 08 APR 2010 to 06 MAY 2010

# TURBO FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214′ from DER, 96′ right of centerline, 27′ AGL/496′ MSL.

Rwy 8R: Antenna on bldg 142′ from DER, 241′ left of centerline, 10′ AGL/470′ MSL.
Antenna 262′ from DER, 557′ left of centerline, 26′ AGL/487′ MSL.
Trees beginning 5372′ from DER, 1792′ right of centerline, up to 94′ AGL/653′ MSL.

Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

NC-3, 08 APR 2010 to 06 MAY 2010

| APP CRS | | |
|---|---|---|
| 013° | Rwy Idg | 3060 |
| | TDZE | 1042 |
| | Apt Elev | 1042 |

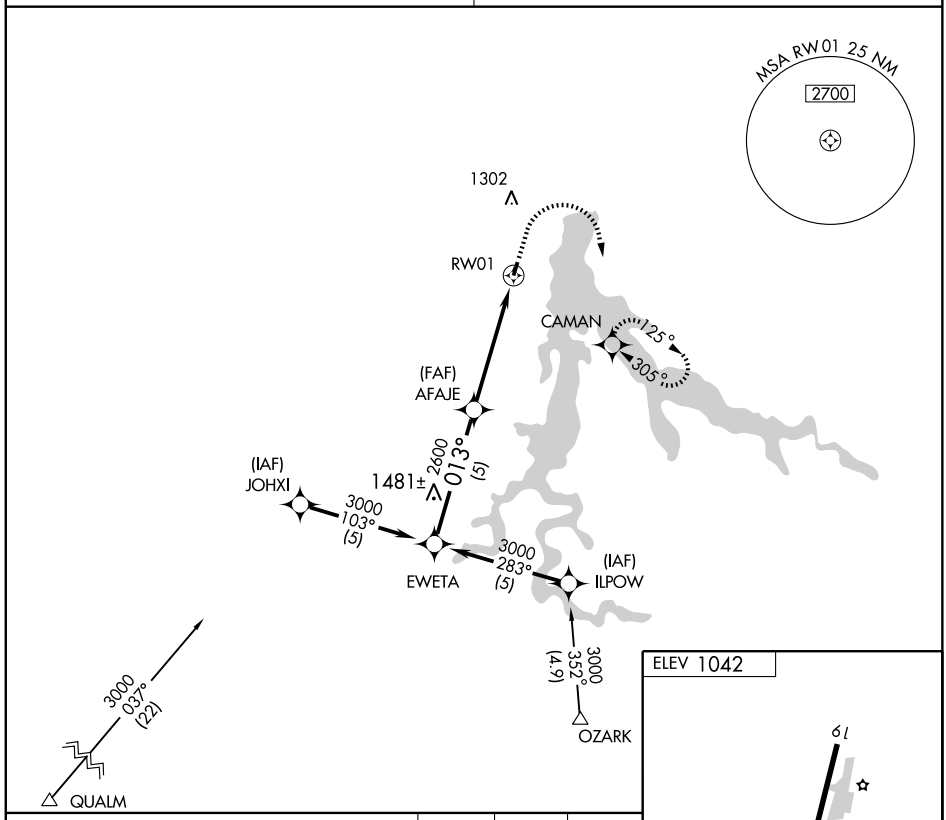
# GPS RWY 1
## STOCKTON MUNI (MO3)

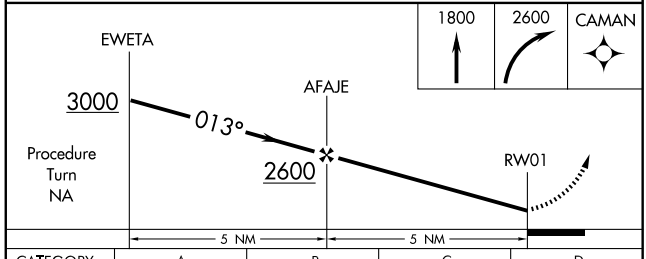
NA

Use Springfield-Branson National altimeter setting.

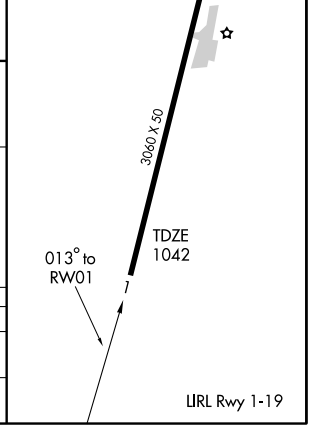
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

| SPRINGFIELD APP CON | CTAF |
|---|---|
| 124.95 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1540-1 | 498 (500-1) | NA | |
| CIRCLING | 1580-1 | 538 (600-1) | NA | |

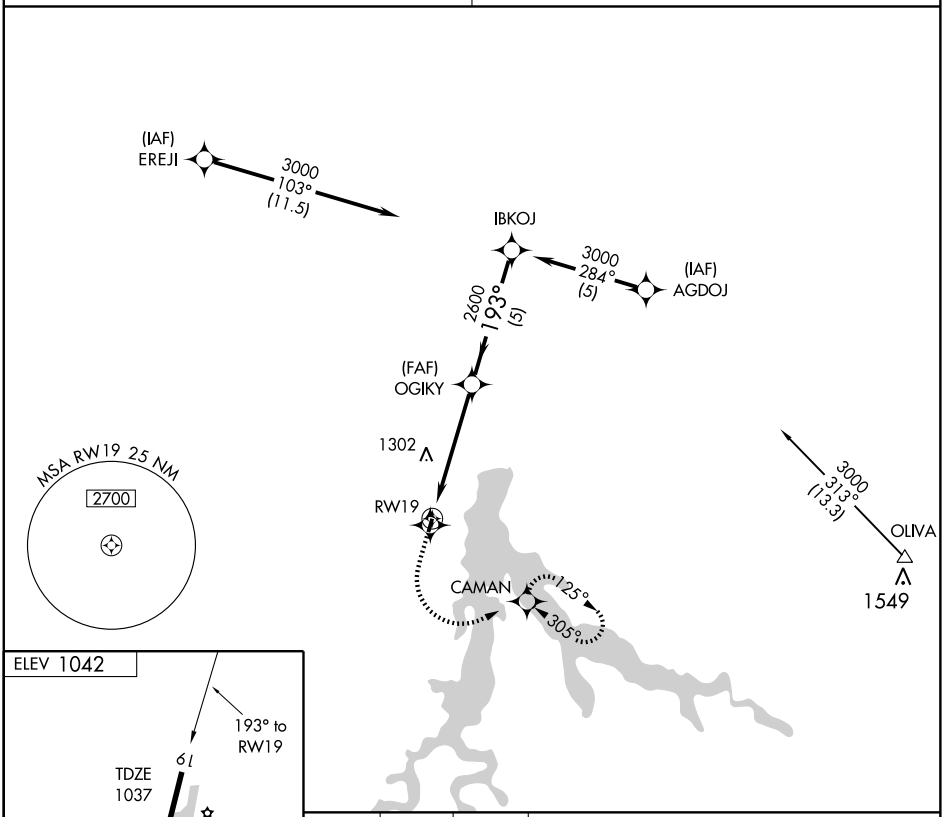


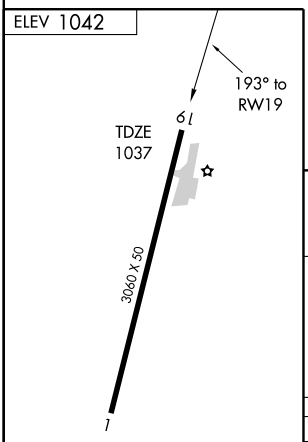

NC-3. 08 APR 2010 to 06 MAY 2010

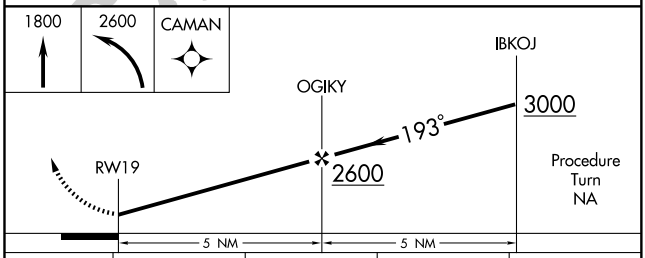
| APP CRS | | |
|---|---|---|
| 193° | Rwy Idg | 3060 |
| | TDZE | 1037 |
| | Apt Elev | 1042 |

# GPS RWY 19
## STOCKTON MUNI (MO3)

| | |
|---|---|
| ⚠ NA<br>Use Springfield-Branson National altimeter setting. | MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold. |
| SPRINGFIELD APP CON<br>**124.95** | CTAF<br>**122.9** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1720-1 683 (700-1) | | NA | |
| CIRCLING | 1720-1 678 (700-1) | | NA | |

LIRL Rwy 1-19

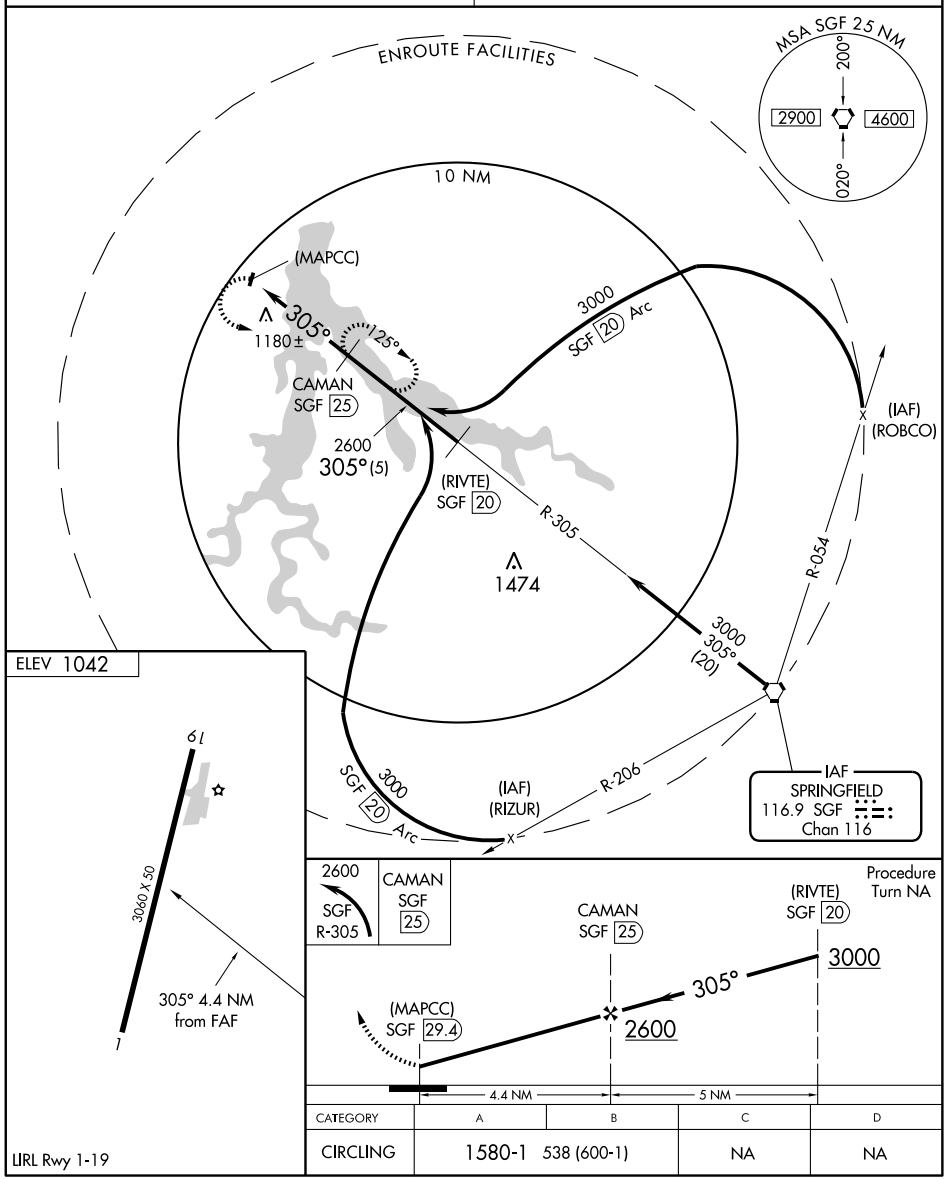
NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC SGF 116.9 Chan 116 | APP CRS 305° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1042 |
|---|---|---|

# VOR/DME or GPS-A

## STOCKTON MUNI (MO3)

| NA Use Springfield-Branson National altimeter setting. | MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold. |
|---|---|
| SPRINGFIELD APP CON 124.95 | CTAF 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1 | 538 (600-1) | NA | NA |

LIRL Rwy 1-19

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB UUV | APP CRS | Rwy Idg | 4499 |
|---|---|---|---|
| 356 | 246° | TDZE | 927 |
| | | Apt Elev | 933 |

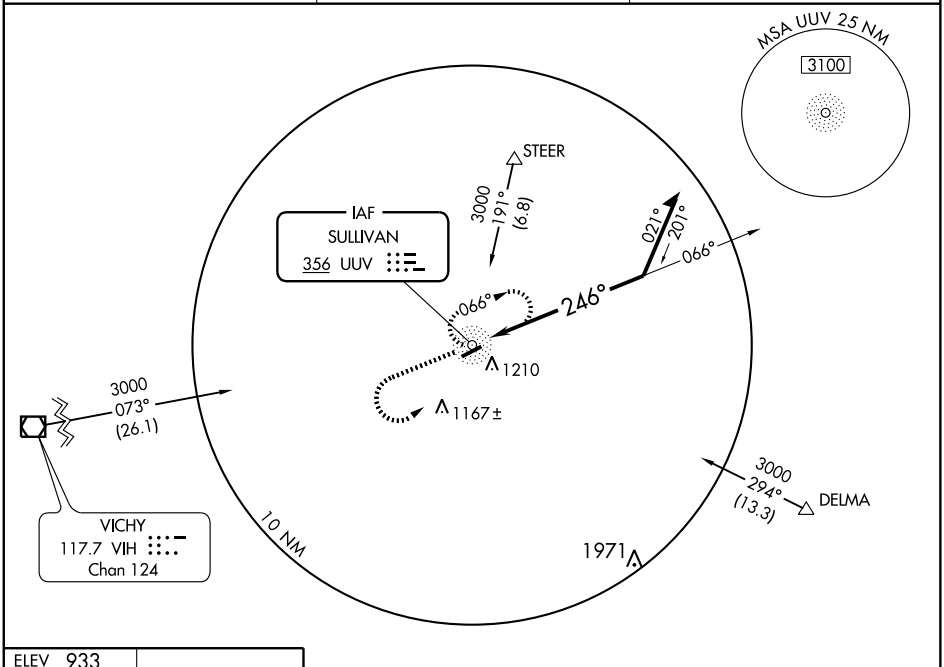
# NDB RWY 24
## SULLIVAN RGNL (UUV)

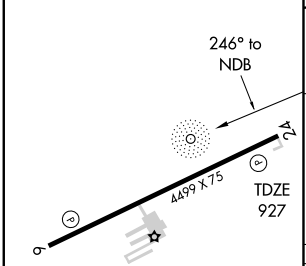
Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

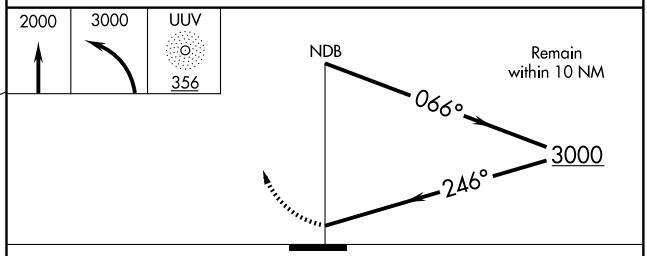
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.375 | 128.35 284.67 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1560-1 633 (700-1) | | 1560-1¾ 633 (700-1¾) | 1560-2 633 (700-2) |
| CIRCLING | 1560-1 627 (700-1) | | 1560-1¾ 627 (700-1¾) | 1560-2 627 (700-2) |
| SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS | | | | |
| S-24 | 1720-1 793 (800-1) | 1720-1¼ 793 (800-1¼) | 1720-2¼ 793 (800-2¼) | 1720-2½ 793 (800-2½) |
| CIRCLING | 1720-1 787 (800-1) | 1720-1¼ 787 (800-1¼) | 1720-2¼ 787 (800-2¼) | 1720-2½ 787 (800-2½) |

MIRL Rwy 6-24

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 82414 W06A | APP CRS 058° | Rwy Idg 4499<br>TDZE 933<br>Apt Elev 933 |
|---|---|---|

# RNAV (GPS) RWY 6

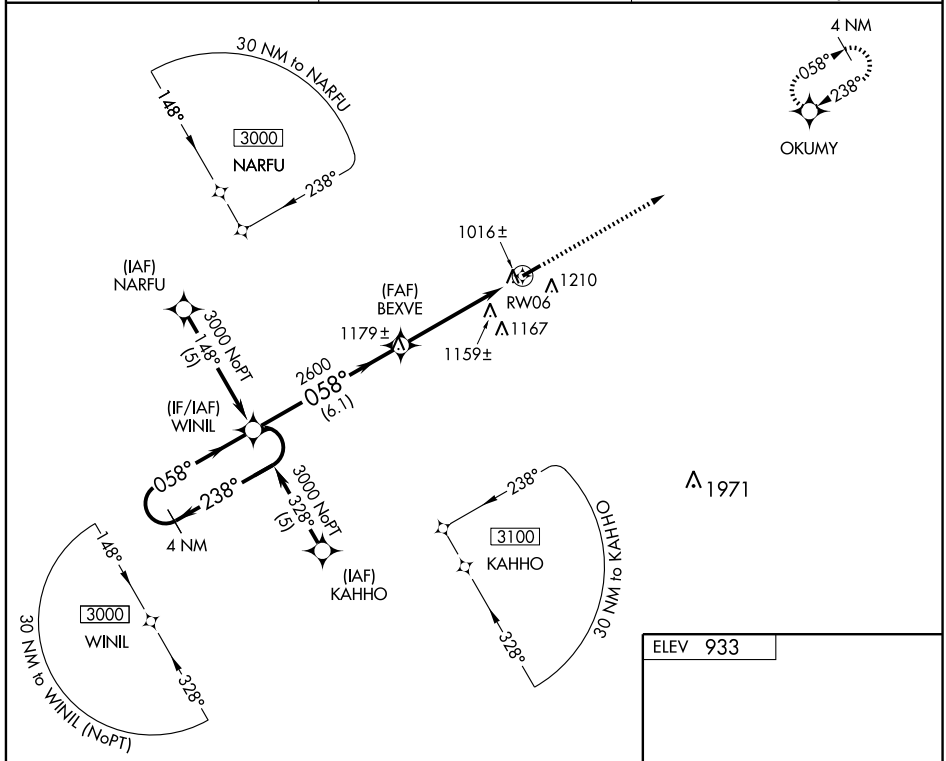
SULLIVAN RGNL (UUV)

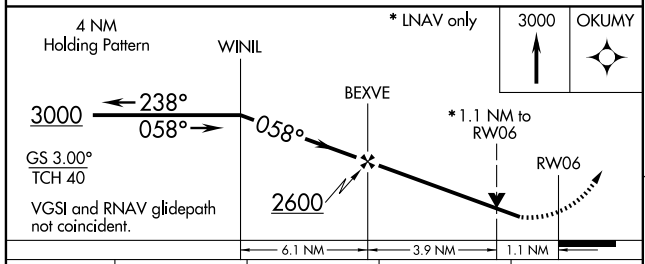
Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

NA

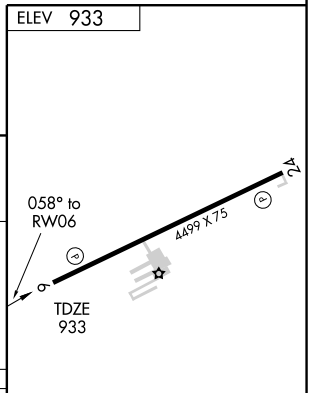
MISSED APPROACH: Climb to 3000 direct OKUMY and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.375 | 128.35 284.67 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1236-1 | 303 (400-1) | NA | |
| LNAV/VNAV DA | 1488-2 | 555 (600-2) | NA | |
| LNAV MDA | 1420-1 | 487 (500-1) | NA | |
| CIRCLING | 1520-1 | 587 (600-1) | NA | |




MIRL Rwy 6-24 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy ldg 4499 |
|---|---|---|
| CH 72714 W24A | 238° | TDZE 928 |
| | | Apt Elev 933 |

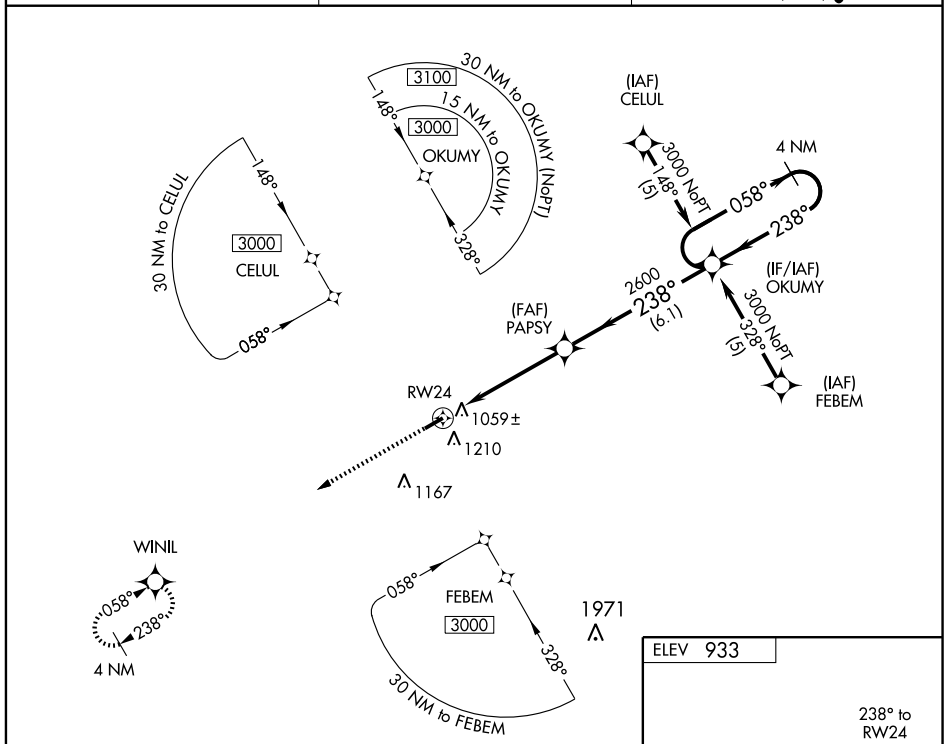
# RNAV (GPS) RWY 24
## SULLIVAN RGNL (UUV)

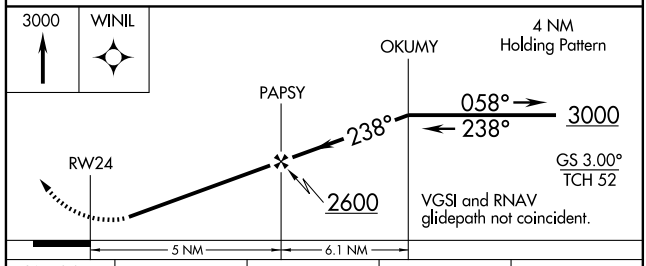
Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

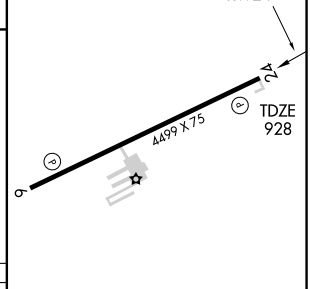
NA

MISSED APPROACH: Climb to 3000 direct WINIL and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.375 | 128.35 284.67 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1178-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 1392-1¾ | 464 (500-1¾) | NA | |
| LNAV MDA | 1460-1 | 532 (600-1) | NA | |
| CIRCLING | 1520-1 | 587 (600-1) | NA | |

MIRL Rwy 6-24 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 57906 W18A | APP CRS 178° | Rwy Idg 3234 | TDZE 913 | Apt Elev 913 |
|---|---|---|---|---|

# RNAV (GPS) RWY 18

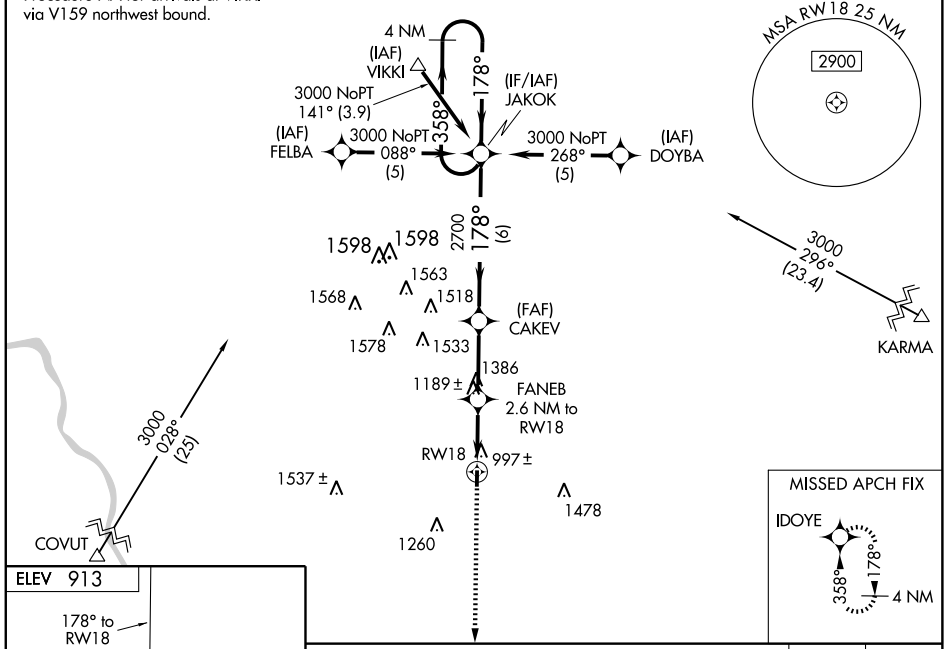
TARKIO/ GOULD PETERSON MUNI (K57)

Baro-VNAV NA.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
NA Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/ MDAs 20 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

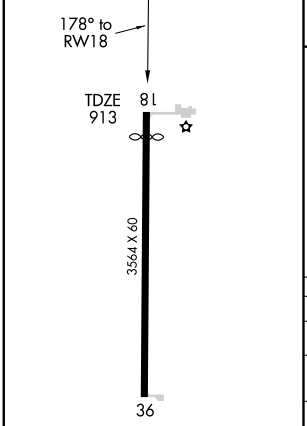
| SHENANDOAH AWOS-3 | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 125.525 | 119.6 290.4 | 122.9 L |

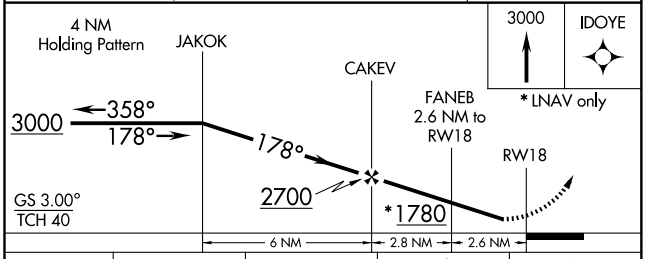
Procedure NA for arrivals at VIKKI via V159 northwest bound.




MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1272-1¼ 359 (400-1¼) | | | NA |
| LNAV/ VNAV DA | 1375-1¾ 462 (500-1¾) | | | NA |
| LNAV MDA | 1500-1 587 (600-1) | | 1500-1½ 587 (600-1½) | NA |
| CIRCLING | 1520-1 607 (700-1) | 1540-1 627 (700-1) | 1540-1¾ 627 (700-1¾) | NA |

MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 50206 W36A | APP CRS 358° | Rwy Idg 3564 | TDZE 912 | Apt Elev 913 |
|---|---|---|---|---|

# RNAV (GPS) RWY 36

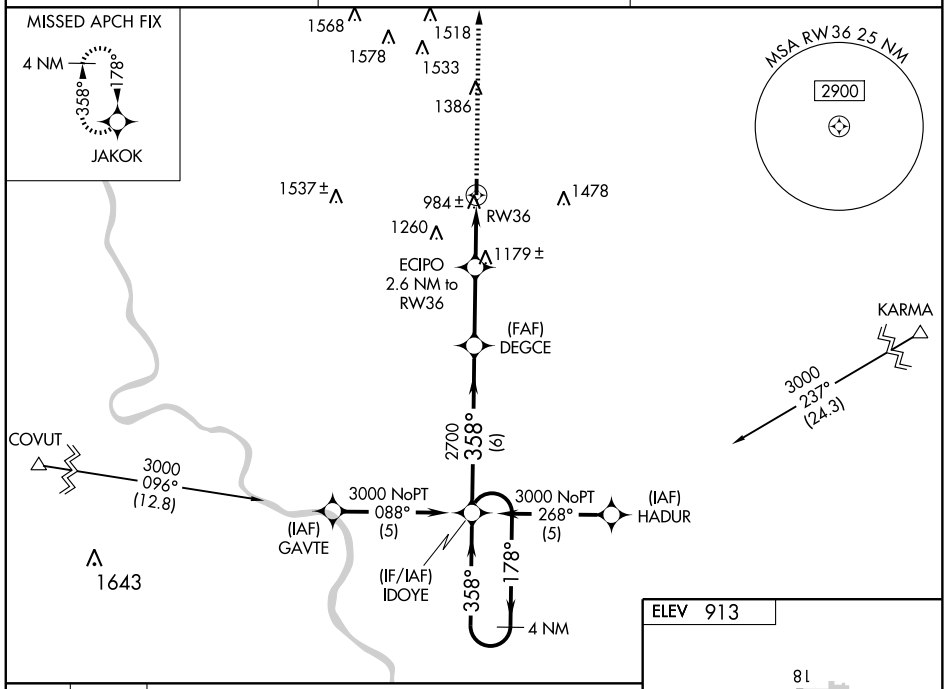
TARKIO/ GOULD PETERSON MUNI (K57)

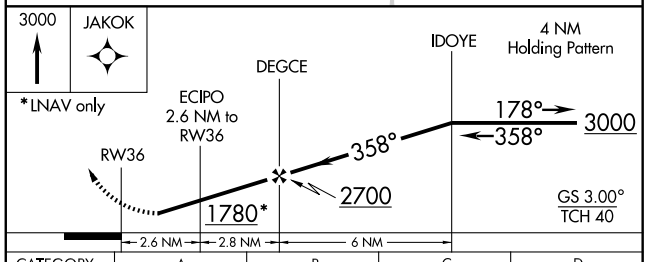
Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

NA

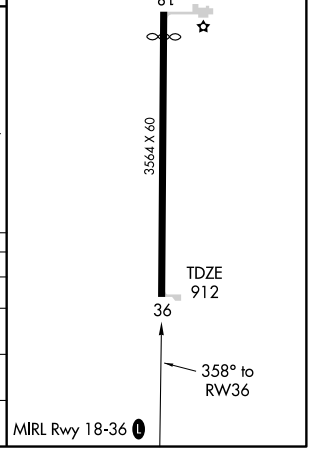
MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

| SHENANDOAH AWOS-3 | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 125.525 | 119.6 290.4 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1280-1¼ 368 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1352-1½ 440 (500-1½) | | | NA |
| LNAV MDA | 1480-1 568 (600-1) | | 1480-1½ 568 (600-1½) | NA |
| CIRCLING | 1520-1 607 (700-1) | 1540-1 627 (700-1) | 1540-1¾ 627 (700-1¾) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 3907 |
|---|---|---|
| 176° | TDZE | 756 |
| | Apt Elev | 757 |

# GPS RWY 18
## TRENTON MUNI (TRX)

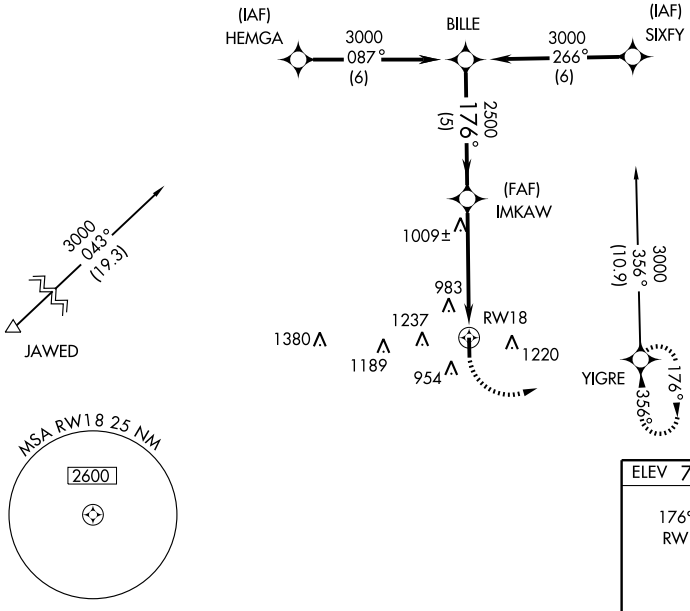
NA

Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.

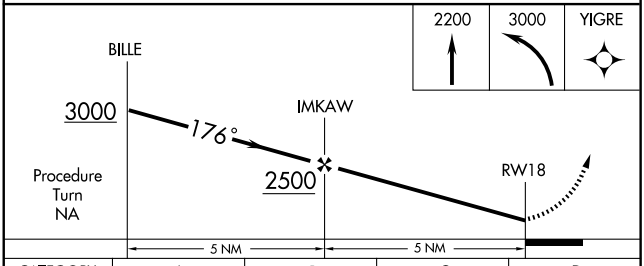
| COMMUNICATIONS | |
|---|---|
| COLUMBIA RADIO | UNICOM |
| **122.2** | **122.8** (CTAF) L |

1473

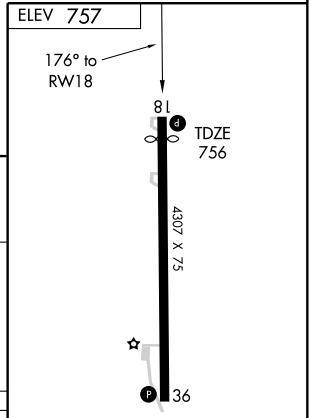









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1320-1 | 564 (600-1) | NA | |
| CIRCLING | 1360-1 | 603 (700-1) | NA | |




MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| APP CRS | Rwy Idg | 4307 |
|---|---|---|
| 356° | TDZE | 756 |
| | Apt Elev | 757 |

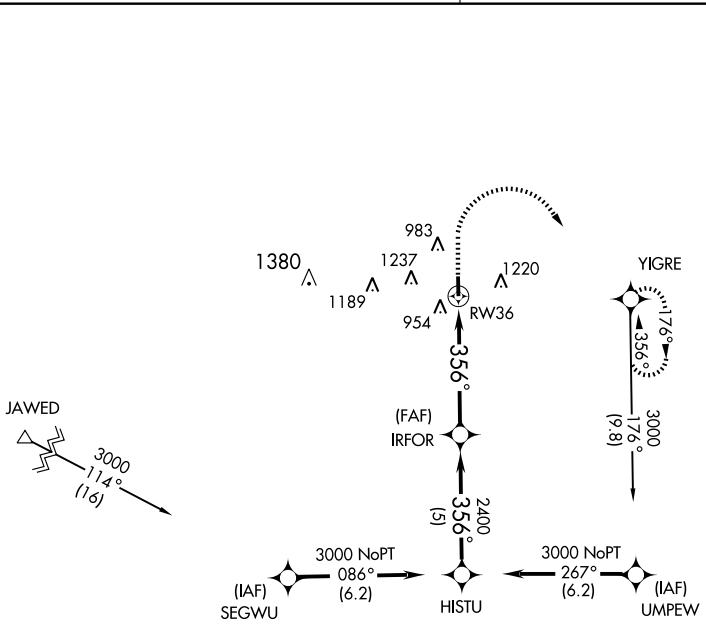
# GPS RWY 36
## TRENTON MUNI (TRX)

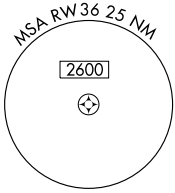
T
NA

Use Chillicothe Muni altimeter setting.

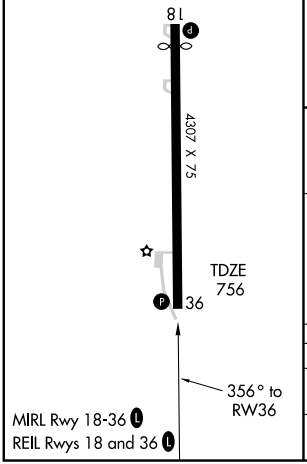
MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.

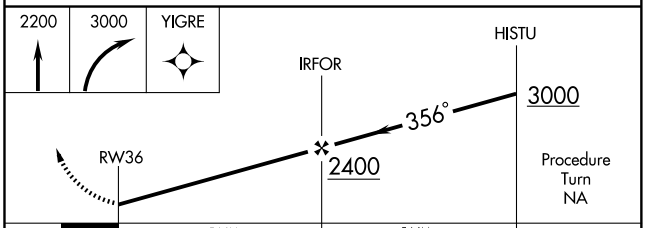
| COMMUNICATIONS | |
|---|---|
| COLUMBIA RADIO | UNICOM |
| **122.2** | **122.8** (CTAF) L |




ELEV 757




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1280-1 524 (600-1) | | NA | |
| CIRCLING | 1360-1 603 (700-1) | | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| NDB TRX | APP CRS | Rwy Idg | 3907 |
|---|---|---|---|
| 400 | 183° | TDZE | 756 |
| | | Apt Elev | 757 |

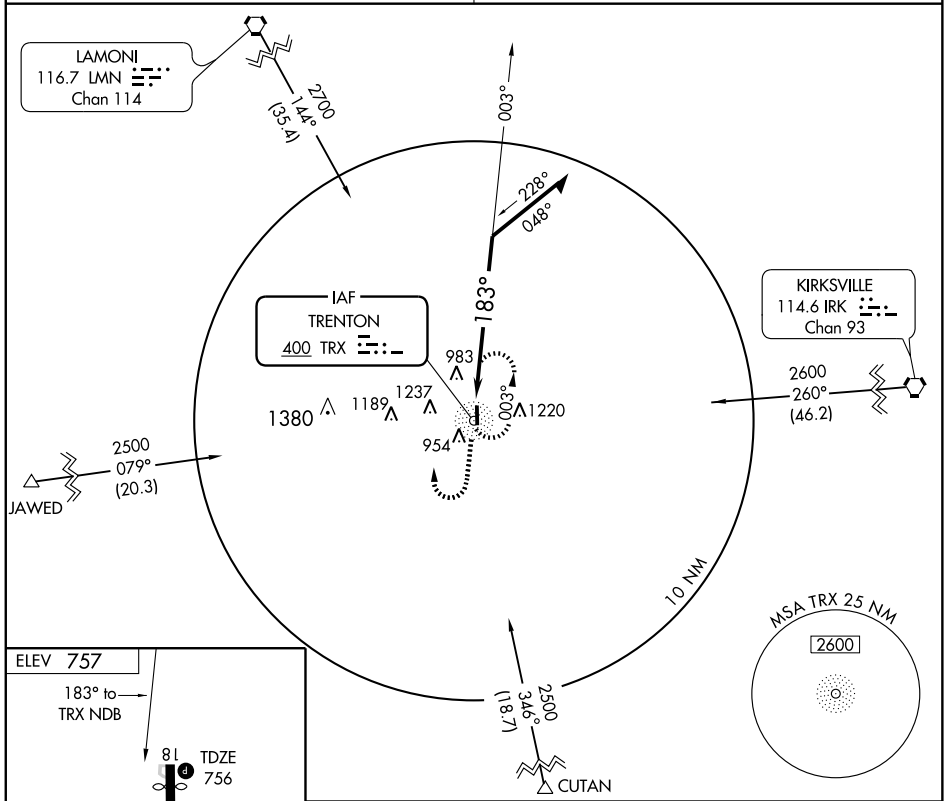
# NDB RWY 18
## TRENTON MUNI (TRX)

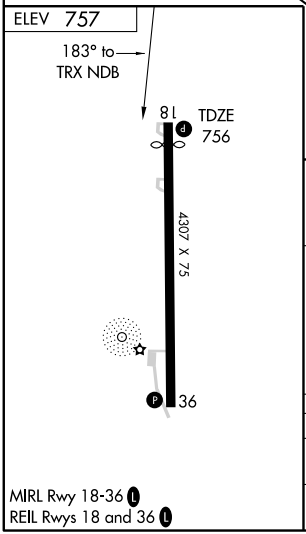
NA

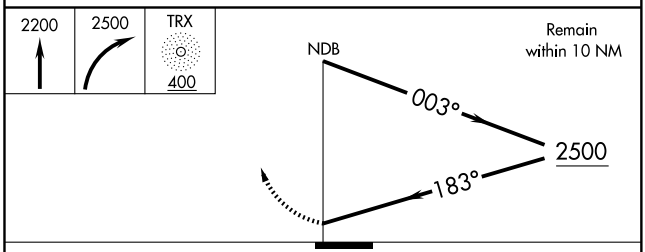
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

| COLUMBIA RADIO | UNICOM |
|---|---|
| 122.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1480-1 | 724 (800-1) | NA | |
| CIRCLING | 1480-1 | 723 (800-1) | NA | |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

| NDB TRX | APP CRS | Rwy Idg | 4307 |
|---|---|---|---|
| 400 | 346° | TDZE | 756 |
| | | Apt Elev | 757 |

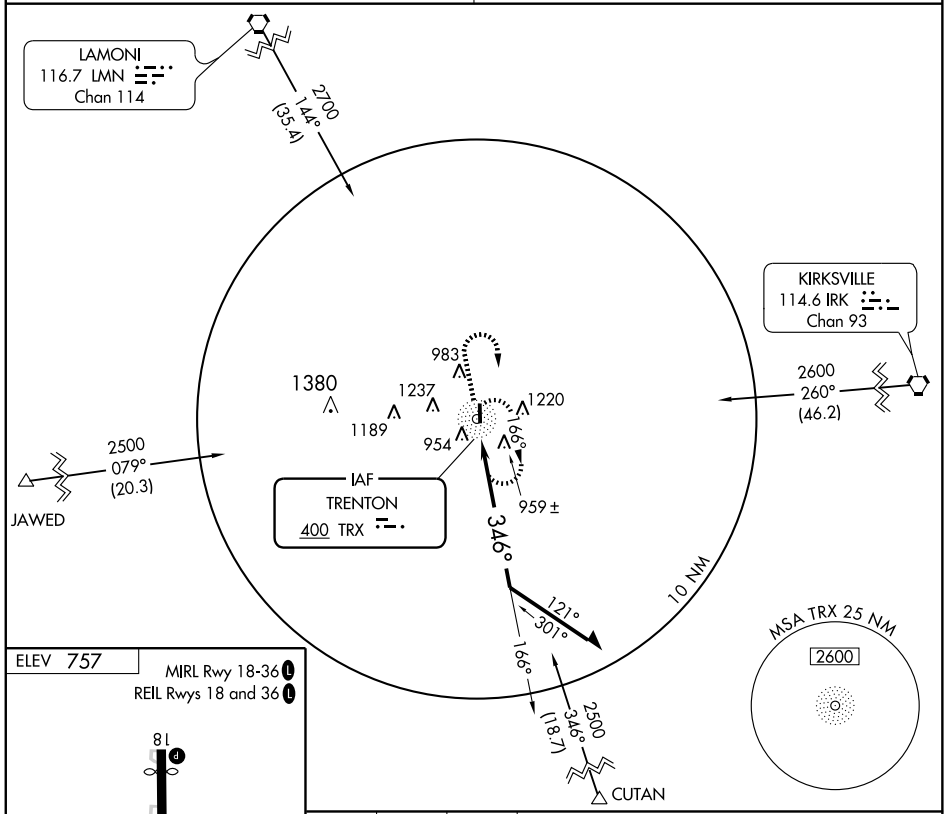
# NDB RWY 36
## TRENTON MUNI (TRX)

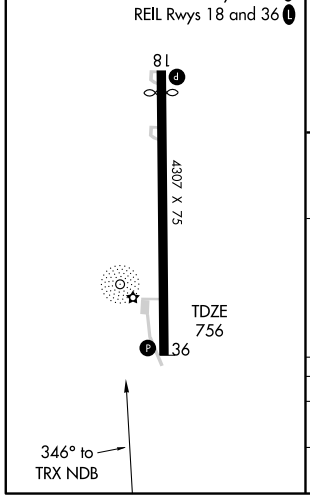
T
ANA

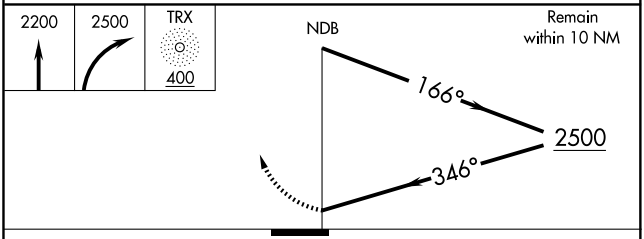
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

| COLUMBIA RADIO | UNICOM |
|---|---|
| 122.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1380-1 | 624 (700-1) | NA | |
| CIRCLING | 1380-1 | 623 (700-1) | NA | |

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS CH 45803 W18A | APP CRS 181° | Rwy Idg 4206 TDZE 797 Apt Elev 798 |
|---|---|---|

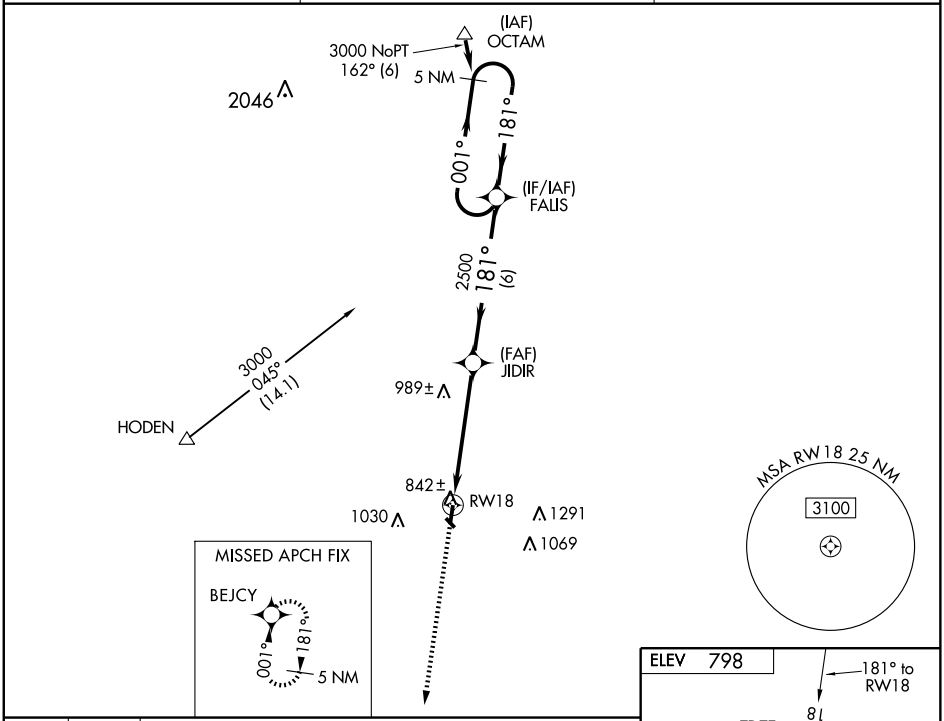
# RNAV (GPS) RWY 18

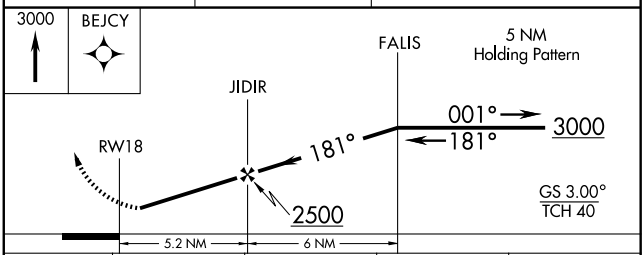
WARRENSBURG/ SKYHAVEN (RCM)

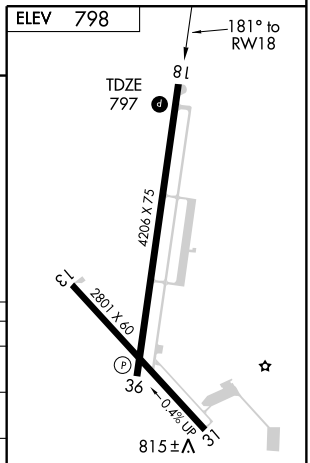
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct BEJCY and hold

| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 119.575 | 127.45 284.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1086-1 289 (300-1) | | | NA |
| LNAV/ VNAV DA | 1141-1¼ 344 (400-1¼) | | | NA |
| LNAV MDA | 1280-1 483 (500-1) | | 1280-1¼ 483 (500-1¼) | NA |
| CIRCLING | 1300-1 502 (600-1) | 1320-1 522 (600-1) | 1320-1½ 522 (600-1½) | NA |

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 13, 18, 31, and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 4206 |
|---|---|---|---|
| CH 65903 | 001° | TDZE | 797 |
| W36A | | Apt Elev | 798 |

# RNAV (GPS) RWY 36

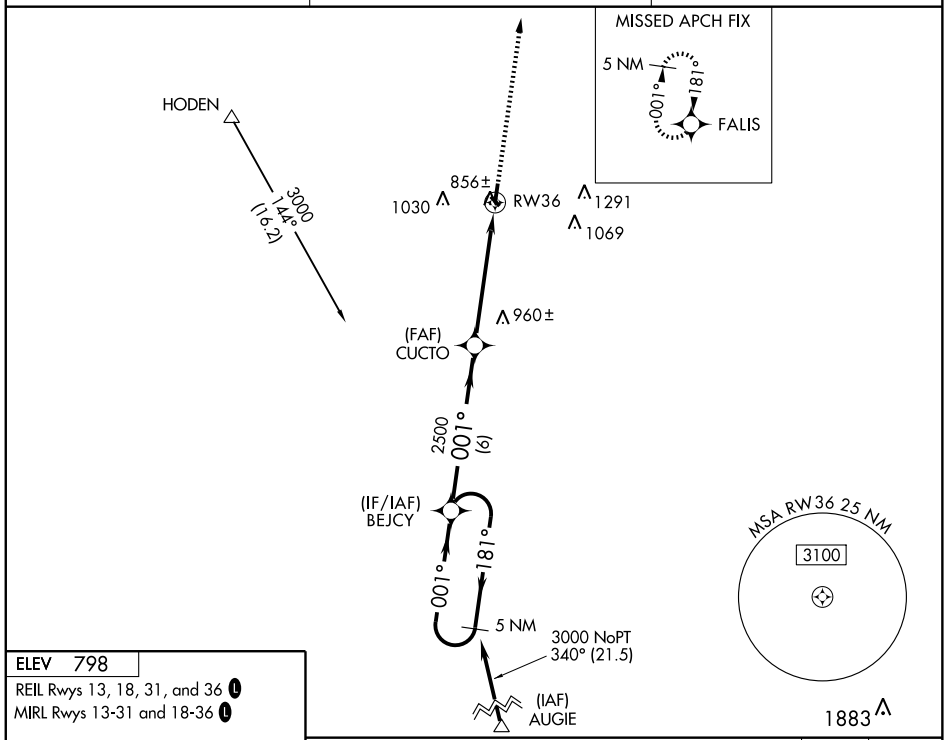
WARRENSBURG/SKYHAVEN (RCM)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

NA

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

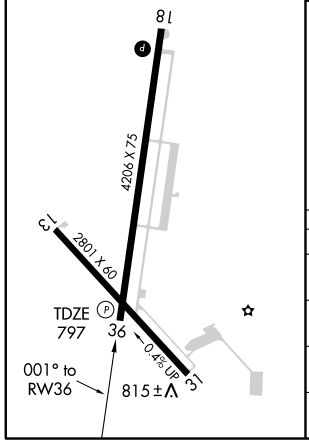
| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 119.575 | 127.45 284.0 | 123.0 (CTAF) L |

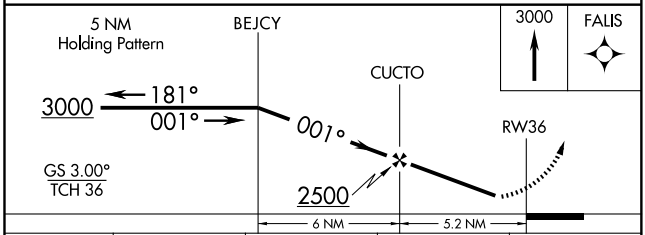



ELEV 798

REIL Rwys 13, 18, 31, and 36 L

MIRL Rwys 13-31 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1086-1 289 (300-1) | | | NA |
| LNAV/VNAV DA | 1197-1½ 400 (400-1½) | | | NA |
| LNAV MDA | 1260-1 463 (500-1) | | 1260-1¼ 463 (500-1¼) | NA |
| CIRCLING | 1300-1 502 (600-1) | 1320-1 522 (600-1) | 1320-1½ 522 (600-1½) | NA |

NC-3. 08 APR 2010 to 06 MAY 2010

| VORTAC ANX | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.0 | 134° | TDZE | N/A |
| Chan 87 | | Apt Elev | 798 |

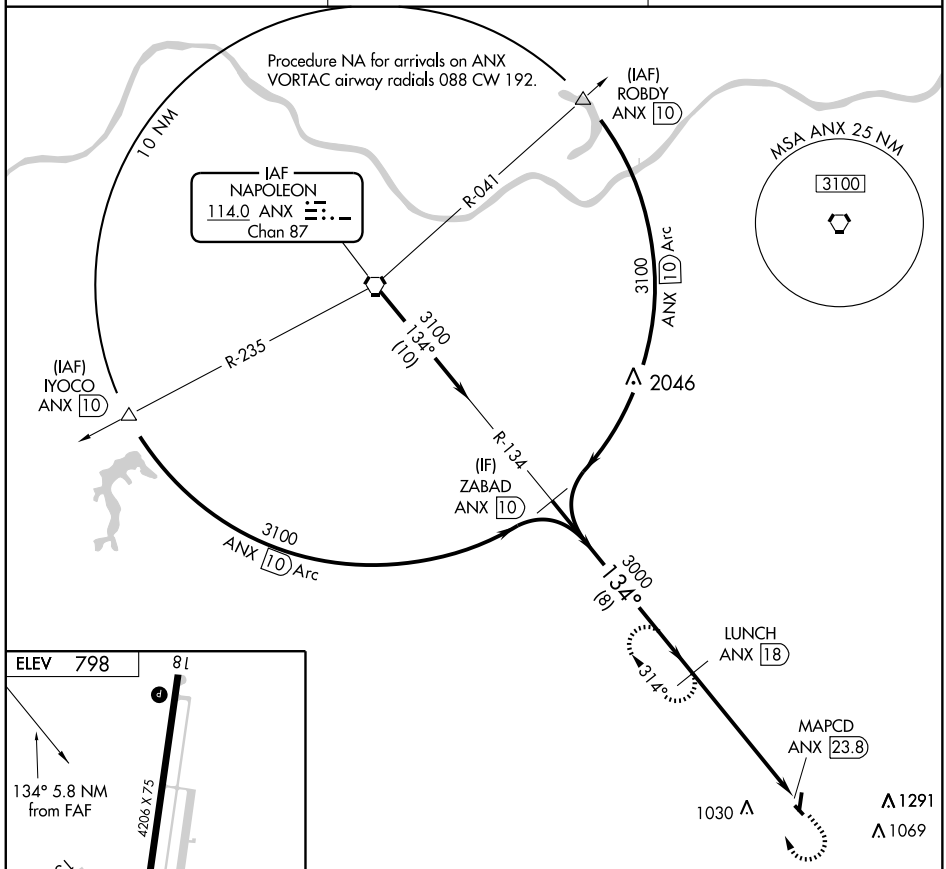
# VOR/DME-A

WARRENSBURG/SKYHAVEN (RCM)

Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet.

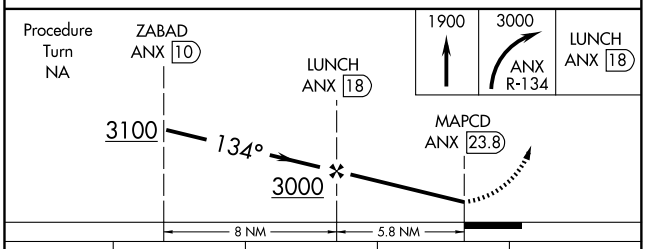
MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

| AWOS-3 | WHITEMAN APP CON * | UNICOM |
|---|---|---|
| 119.575 | 127.45 284.0 | 123.0 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1320-1 522 (600-1) | 1320-1¼ 522 (600-1¼) | 1320-1½ 522 (600-1½) | NA |

MIRL Rwys 13-31 and 18-36 L
REIL Rwys 13, 18, 31, and 36 L

NC-3. 08 APR 2010 to 06 MAY 2010

WASHINGTON, MISSOURI

AL-6478 (FAA)

09295

# RNAV (GPS) RWY 15

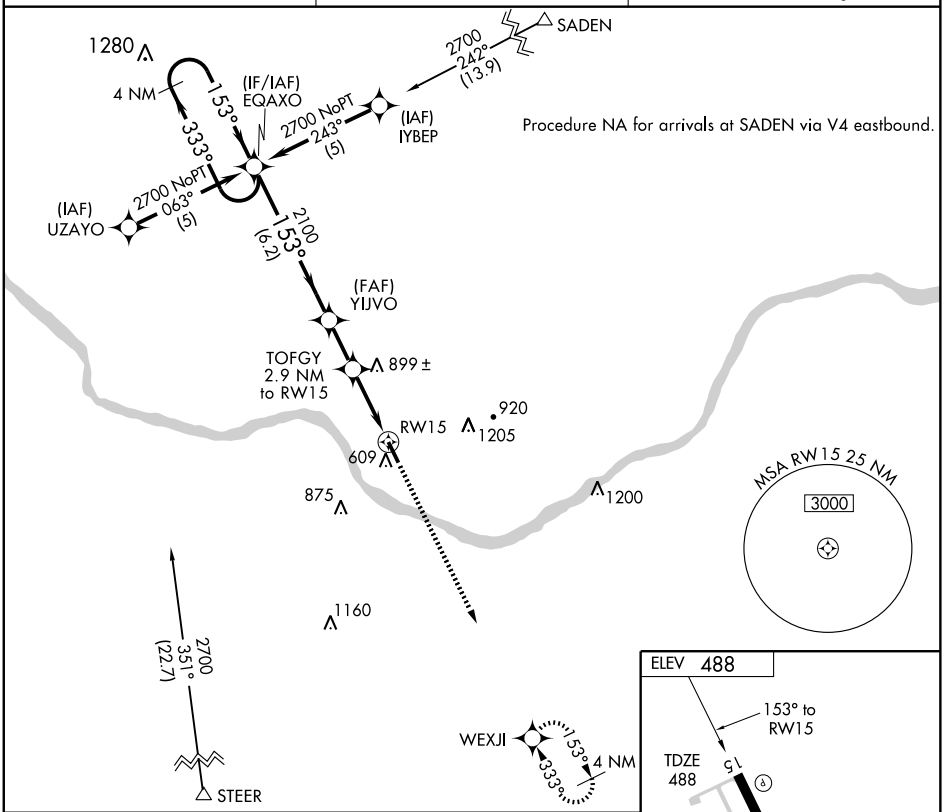
WASHINGTON RGNL (FYG)

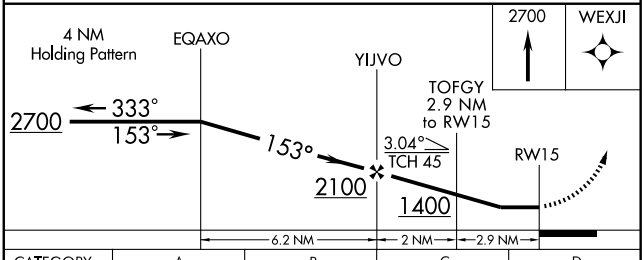
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 153° | TDZE | 488 |
| | Apt Elev | 488 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

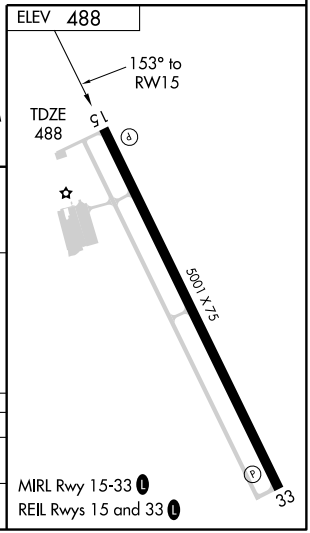
MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

| AWOS-3 | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 121.325 | 126.5 254.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 | 672 (700-1) | 1160-2<br>672 (700-2) | NA |
| CIRCLING | 1220-1<br>732 (800-1) | 1260-1¼<br>772 (800-1¼) | 1260-2¼<br>772 (800-2¼) | NA |




MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NC-3, 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy ldg | 5001 |
|---|---|---|---|
| CH 45715 | 333° | TDZE | 486 |
| W33A | | Apt Elev | 488 |

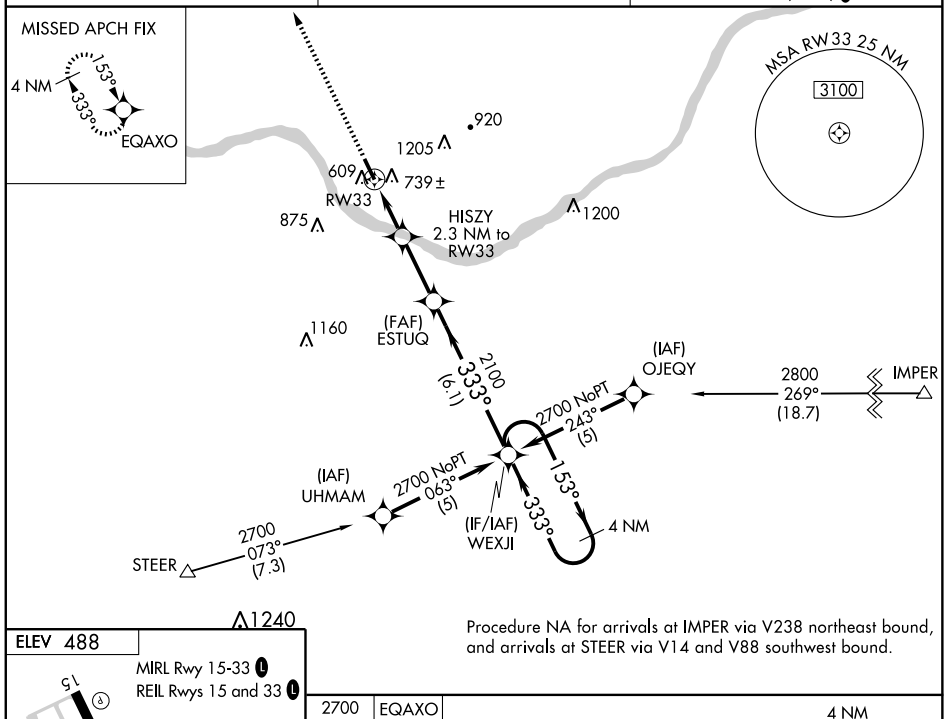
# RNAV (GPS) RWY 33

WASHINGTON RGNL (FYG)

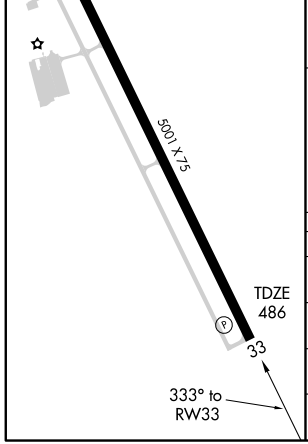
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Spirit of St. Louis altimeter setting.

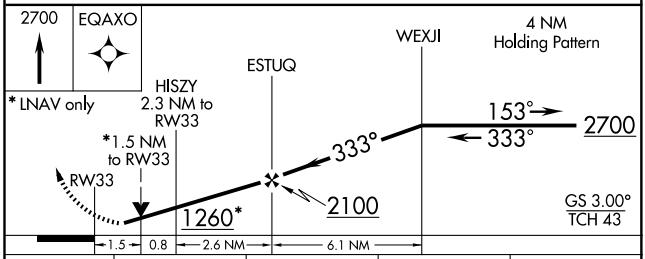
MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

| AWOS-3 | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 121.325 | 126.5 254.3 | 122.8 (CTAF) L |




Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 824-1¼ 338 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1051-2 565 (600-2) | | | NA |
| LNAV MDA | 1000-1 514 (600-1) | | 1000-1½ 514 (600-1½) | NA |
| CIRCLING | 1220-1 732 (800-1) | 1260-1¼ 772 (800-1¼) | 1260-2¼ 772 (800-2¼) | NA |

NC-3, 08 APR 2010 to 06 MAY 2010

# VOR-A

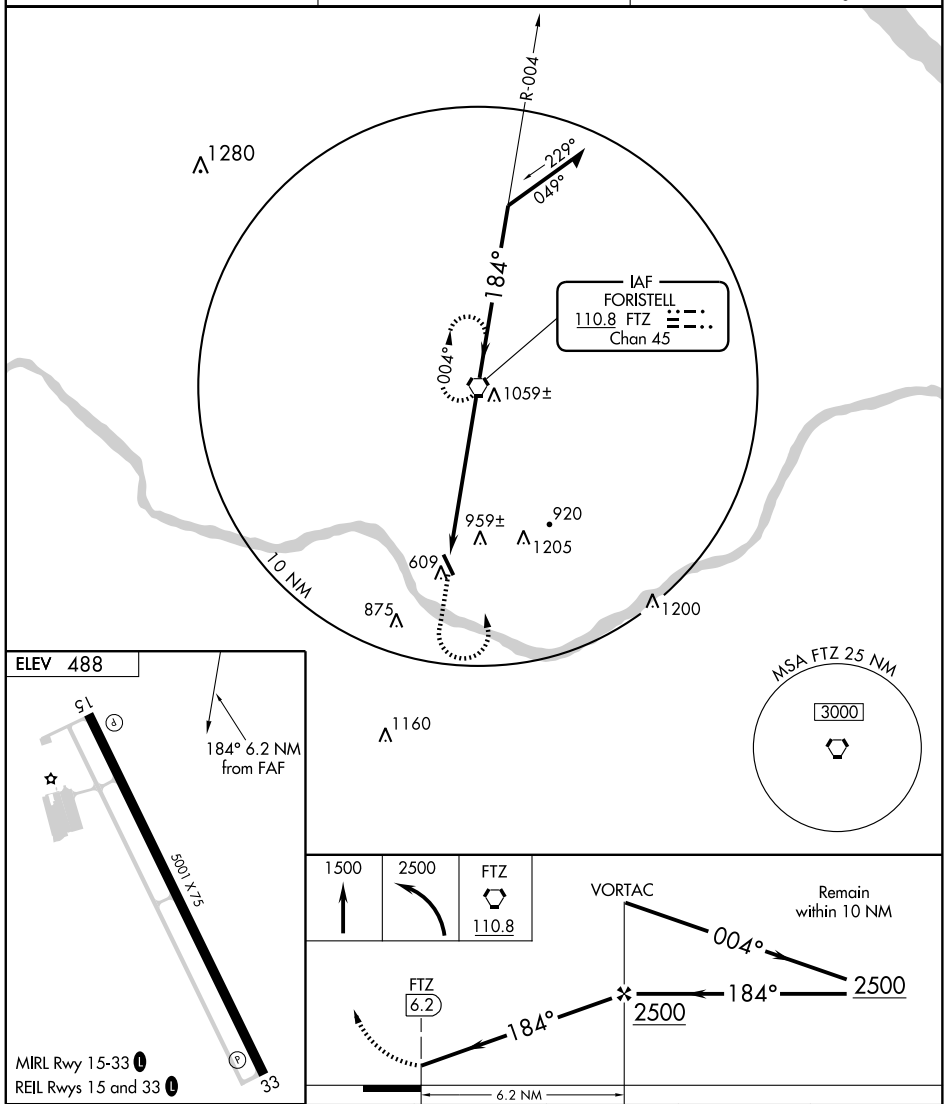
## WASHINGTON RGNL (FYG)

| VORTAC FTZ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.8 | 184° | TDZE | N/A |
| Chan 45 | | Apt Elev | 488 |

When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

| AWOS-3 | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 121.325 | 126.5 254.3 | 122.8 (CTAF) L |




| FAF to MAP 6.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1220-1<br>732 (800-1) | 1260-1¼<br>772 (800-1¼) | 1260-2¼<br>772 (800-2¼) | NA |

NC-3, 08 APR 2010 to 06 MAY 2010

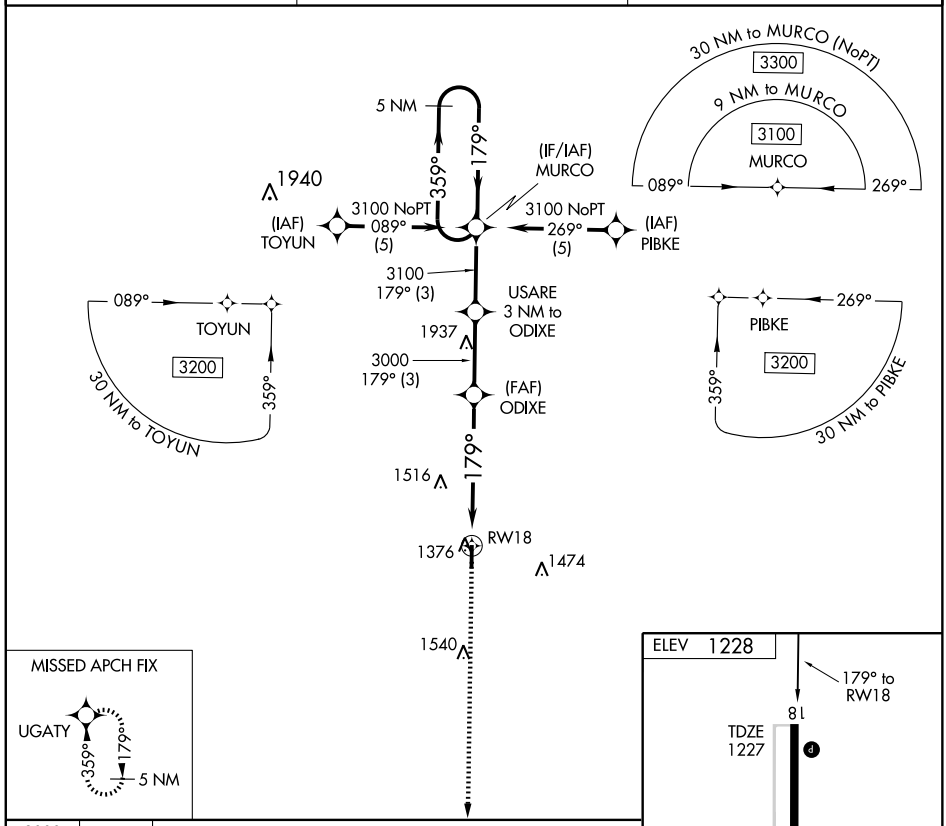
| APP CRS | Rwy Idg | 5102 |
|---|---|---|
| 179° | TDZE | 1227 |
| | Apt Elev | 1228 |

# RNAV (GPS) RWY 18
## WEST PLAINS MUNI (UNO)

If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Mountain Home, AR altimeter setting.

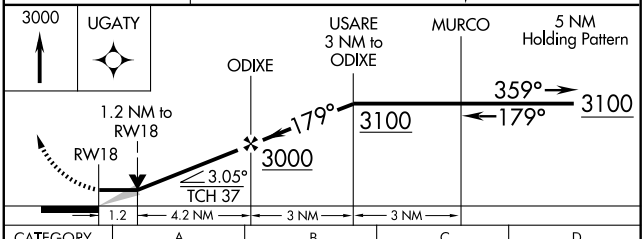
MISSED APPROACH: Climb to 3000 direct UGATY and hold.

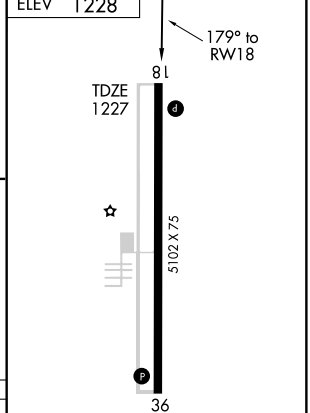
| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 123.825 | 120.075 289.4 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 | 413 (500-1) | 1640-1¼<br>413 (500-1¼) | NA |
| CIRCLING | 1680-1 | 452 (500-1) | 1680-1½<br>452 (500-1½) | NA |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3. 08 APR 2010 to 06 MAY 2010

| WAAS | APP CRS | Rwy Idg | 5102 |
|---|---|---|---|
| CH 40202 | 359° | TDZE | 1228 |
| W36A | | Apt Elev | 1228 |

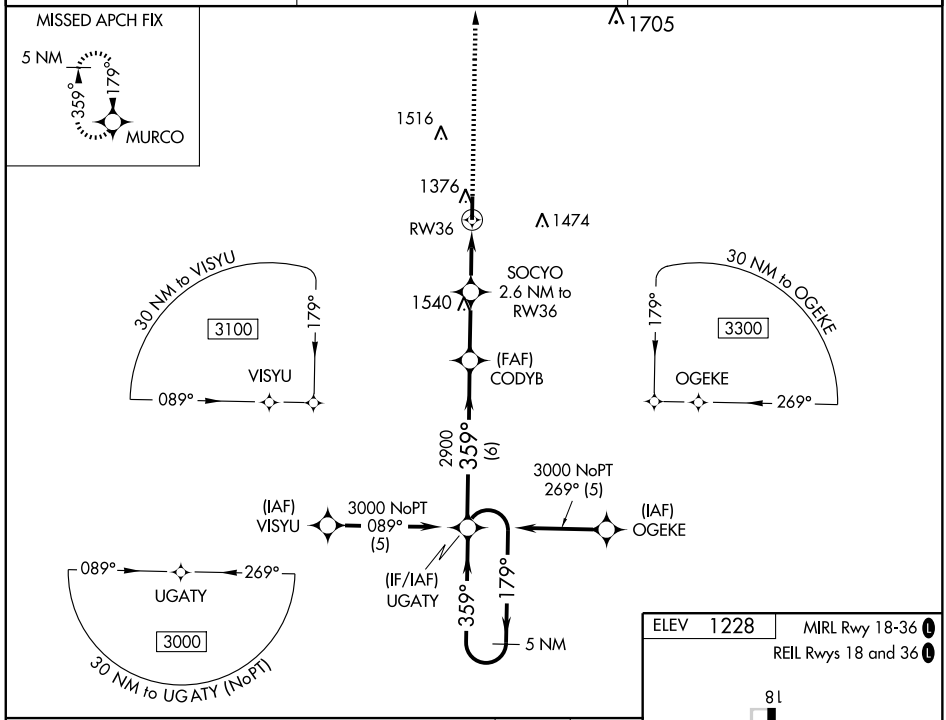
# RNAV (GPS) RWY 36

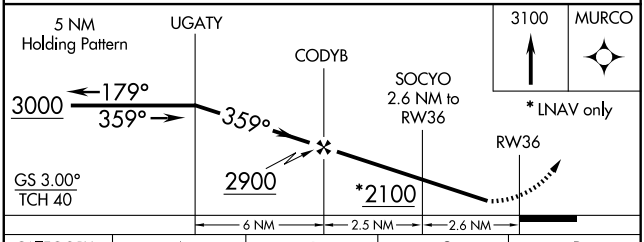
## WEST PLAINS MUNI (UNO)

Baro-VNAV NA when using Mountain Home, AR altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct MURCO and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 123.825 | 120.075 289.4 | 122.8 (CTAF) L |



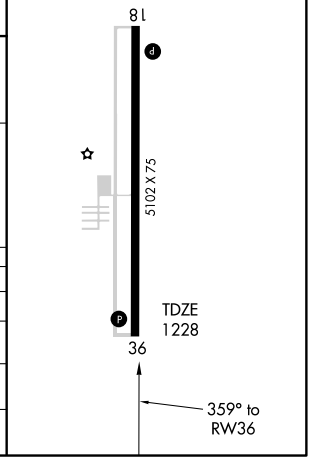




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1478-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1529-1 301 (400-1) | | | NA |
| LNAV MDA | 1580-1 352 (400-1) | | | NA |
| CIRCLING | 1680-1 452 (500-1) | | 1680-1½ 452 (500-1½) | NA |

ELEV 1228

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L




NC-3. 08 APR 2010 to 06 MAY 2010

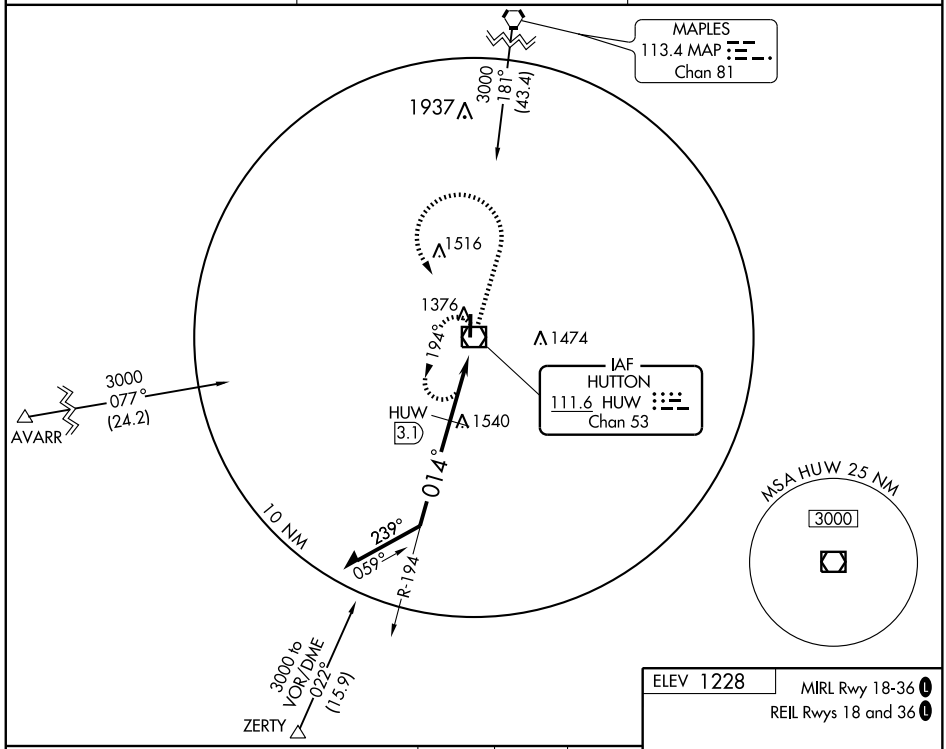
| VOR/DME HUW 111.6 Chan 53 | APP CRS 014° | Rwy Idg 5102<br>TDZE 1228<br>Apt Elev 1228 |
|---|---|---|

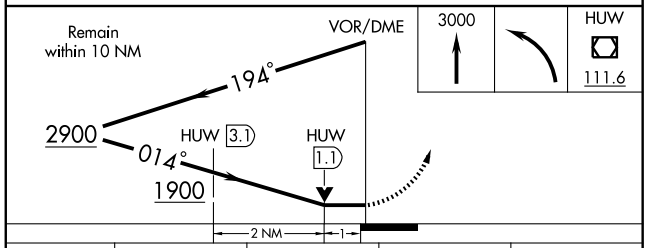
# VOR RWY 36
## WEST PLAINS MUNI (UNO)

VDP applies to DME minimums only.

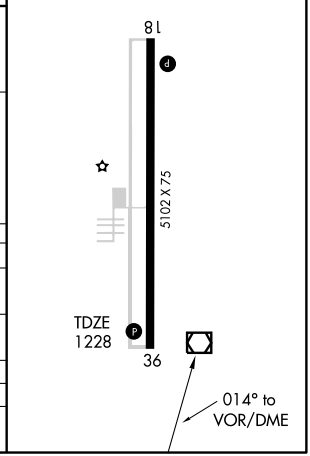
MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 123.825 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1900-1 672 (700-1) | | 1900-2 672 (700-2) | NA |
| CIRCLING | 1900-1 672 (700-1) | | 1900-2 672 (700-2) | NA |
| DME MINIMUMS | | | | |
| S-36 | 1600-1 372 (400-1) | | | NA |
| CIRCLING | 1680-1 452 (500-1) | | 1680-1½ 452 (500-1½) | NA |




NC-3. 08 APR 2010 to 06 MAY 2010